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RAILROADS IN CHINA.

Concerning the effect which the peculiar superstitions of the Chinese have upon the introduction of the railroad into China, Rev. D. Bethune McCartee, who for thirty years was engaged in missionary work in that country and who now is in the Chinese diplomatic service, in an interview with a Sun reporter says:

"To understand the opposition of the Chinese to railroads, you must know something about their superstitions. In China, considerations of good and bad luck enter into every transaction in life. In their conception luck is a sort of material substance that can have a course like a wind or a stream. For instance, a house opposite the junction of a street with the street in which it stands is in an unlucky position. The bad luck that may happen to flow down the opposite street will run right into the house. In such a case a sign will be put up to keep the bad luck away, such as:

"The Stone of the Great Mountain is here.

"This refers to the sacred mountains worshipped by the high dignitaries of the Empire. It is not at all necessary that a piece of the stone of the sacred mountain shall be there, for the Chinese believe that you can humbug the bad luck by simply declaring that the stone is there. Sometimes they put a barrier to keep off streams of ill-luck. In front of every Mandarin's office there is a large wall called Pih Ho-Chang, which means 'the wall keeping off calamity.' Sometimes measures are taken to divest a stream of bad luck. I know of a house where a road came opposite the back door, and then bent around the house. It so happened that several cases of illness occurred in the house, and it was concluded that the trouble arose from a stream of ill luck pouring down the road into the back door. So they closed the door and made the road zig-zag so as to diminish the force of the stream.

"Good luck is supposed to flow in the same manner as bad luck. If a man's ancestors are buried in a good place, a stream of good luck flows down the family; if in a bad place, then

a stream of bad luck descends.

"Now you can imagine how much trouble railroad building would cause in China; what innumerable streams of good luck it would cut off or streams of bad luck it would divert upon unfortunate people who had carefully put their houses out of the reach of such influences. The Chinese do not have cemeteries, and tombs are scattered in every direction through the country. Nowhere could a railroad be laid down without desecrating the tombs and lacerating the feelings of the people. When an English company built a railroad from Shanghai to Woosung—only fourteen miles—people stood on the track crying and beseeching so that it was sometimes necessary to stop the locomotive to put them off. The company never would have obtained a charter from the Chinese authorities had its intention been known. Their application was for permission to build a horse road, which was granted. The protests of the Chinese authorities were disregarded, and the company, sustained by Sir Francis Wade, the British Ambassador at Peking, carried things with a high hand. There was no traffic for the road, and finally the company sold it to the Chinese Government for a good sum. The railroad was then taken up."

"The Viceroy of the Empire, Li Hung Chang, is a very able, progressive man, and he is in favor of railroads. He has already a short railroad and telegraph line connecting the government arsenals. He is fully aware of the great advantages to be obtained from railroads. Such a state of affairs as that during the great famine, three years ago, when people were dying of hunger in the northern provinces, with plenty of rice in the southern, was calculated to display the necessity for means of transportation. They also have felt the need of railroads in military operations. The Chinese Government is progressive. It is building iron-clad vessels of war and introducing arms of precision among the soldiers. I think railroads will come in time, but they will be built by the Chinese themselves. The Chinese engineers will make detours to avoid a Fungshwui place just as our engineers make

detours to avoid natural obstructions. The Chinese railroad may be a queer institution, but it will be adapted to their wants and conveniences."

THE FIRST AMERICAN RAILROAD IN JAPAN.

Consul General Van Buren of Japan, under date of January 7, 1881, states that the first railroad ever built in the East under the supervision of an accomplished American engineer, after American models and equipped with American engines and rolling stock—has just been completed on the island of Yesso, between Otaro on the seacoast, and Sapposo, the capital, a distance of twenty-three miles. This road, known as the 'Posonai Railroad of Ho-kaido,' was constructed under the able supervision of Joseph Crawford, an engineer well known in the United States, and was completed in so short time and at such a low figure as to excite the utmost admiration and approval of the government and people.

During the past few months the foreign newspapers, published in Yokohama, ridiculed the prediction that the road would be finished by the end of last year or at anything like as low a cost as \$22,000 per mile. The actual fact is that it cost less than \$20,000 a mile, including everything, and has now been running for several weeks, carrying from 400 to 500 passengers a trip, and doing a very large freight business. It is the intention to extend the road twenty-two miles further to the coal mines at Posonai. This is expected to be completed within two years. The cars contain the Miller platform and Westinghouse brake and every modern improvement, and are represented as very comfortable, and as running very smoothly.

This new enterprise, so successfully completed by Mr. Crawford, is likely to reawaken the public regard for railroads and enlist the co-operation of the government in the construction of extensive lines, which will prove of great benefit to the people. Nothing is so much wanted in Japan as good, efficient means of transportation, and it is gratifying to know that our countrymen are demonstrating the

practicability of building good railroads here in a short space of time and at a very low cost.

Mexico's Concessions to Gen. Grant.

The following concessions have been obtained from the Government of Mexico by Gen. Grant for his scheme:

1. The line is to start from the City of Mexico, passing by the cities of Puebla and Oaxaca and by Tehuantepec, and to take there the best route for the frontier of Mexico with Guatemala, one branch to come from Vera Cruz and Anton Lizardo and another to run to Huatlenco. The company has a right to build a line of Tuxtla, Chiapas, San Cristobal and Comitán, in the State of Chiapas.

2. The surveys of the line are to begin within six months from the publication of the contract, and the work is to commence within six months from that date. During the second year the company is to build at least fifty kilometres of the road, one hundred kilometres during the third year, and one hundred and sixty kilometres during each of the seven succeeding years. The entire road is to be finished in ten years from the date of contract.

3. The road is to be built without subsidy, but the company will have the right of way and free importation of all articles needed for building during the construction of the road, and for fifteen years afterward. The road and its capital and accessories to be free from all classes of duties for twenty-five years after its completion.

4. The tariffs will be 14, 10 and 7 cents per ton of 2,000 English pounds and per each mile of merchandise at first, second and third class respectively, and 11, 6 and 5 cents per mile for each passenger by first, second and third class.

5. The road is to be the property of the company, who will manage it in its own way, beginning the work at any point and making the gauge to suit its purposes. The Government is not to have any other interference than that required by the general railroad laws of Mexico.

6. The tariffs can be raised to the point at which they will yield 10 per cent of the capital represented by the road, after deducting all expenses.

7. The company has full right to mortgage the road and issue stocks and bonds; but after the lapse of ninety years from the date of contract, the Mexican Government will have the right to purchase the road, paying in cash its actual value.

The project of tunnelling Mont Blanc bids fair to assume a tangible shape, it being pronounced by some of the most eminent French engineers a more practicable undertaking than that of the Simplon route. The estimates of cost for executing such a work are, in the case of the Simplon, \$27,000,000, and in that of Mont Blanc some \$12,000,000 less. It is furthermore claimed that the Mont Blanc tunnel will make the journey from Paris to Genoa some ninety-seven kilometres shorter, and from Paris to Milan forty-four kilometres shorter than by the Simplon route. The most favored line of the projected tunnel, thus far in the discussion, is from Chamounix to Courmayeur.

We understand that there has been a decision in the courts recently against a State license law, that is to say, the United States Supreme Court, in the case of *Weber vs. the State of Virginia*, decided that the law of that State imposing a special tax on agents of foreign manufacturers who come there to sell goods of foreign origin is unconstitutional. A Maryland law was several years ago decided to be unconstitutional for making a

similar discrimination, but the law has since been revised, and a license would now be found necessary in that State. The text of the Virginia decision has not been published, and, therefore, it cannot be said how completely it opens the State to commercial travelers without license.

Bordentown Locomotive Works.

The extensive railroad shops along the river, at the lower end of Bordentown, which have been lying idle for a number of years, are about to be put in operation again for the manufacture of locomotive engines on an extensive scale. The new company, which is styled the "Bordentown Locomotive Works," has a capital stock of \$400,000, divided into 4,000 shares of \$100 each, but the company will commence with a capital of \$150,000. The ownership of the property is in the Pennsylvania Railroad Company and the new company has effected a lease for fifty years. The company has taken possession, and will at once proceed to fit it for operations. It is stated that orders for the constructions of 105 locomotives have already been received, to be completed within one year after the works are in complete operation; also that 12 orders for locomotives had to be refused, in consequence of inability to complete them within a specified time. Referring to the above, the Philadelphia Ledger says:

In the days of the old Camden and Amboy Railroad Company all the manufacture and repair work of the company was done at these shops, giving employment to a large number of hands, and tending to a large extent to make Bordentown one of the most flourishing towns on the Delaware. When the Pennsylvania Railroad Company came into possession of the road, it was found necessary to concentrate all their shops at Jersey City, the principal terminus of the road. The withdrawal of work from the Bordentown shops was a sad blow to the town, as they were about the only industrial enterprise within its limits, and from that time to the present it has languished. The reopening of the shops and the consequent employment of a large force of men, who will, of course, make themselves and families residents of the town and vicinity, will give the ancient village an impetus that will render its future an enviable one.

According to the monthly statement of the Comptroller, the debt of the city of New York on the last day of May was \$132,770,970 39, not including \$18,572,189 79 revenue bonds issued in anticipation of taxes. The amount in the sinking fund for the redemption of the debt was \$34,802,601 09. The bonded debt of the annexed district, not included in the above statement, was \$916,500. During the month of May the total amount drawn by warrants was \$4,317,426 44, and \$15,807,410 65, was drawn since the 1st of January. Thus far this year stocks and bonds have been issued to the amount of \$10,775,545 21, including \$271,000 for public works, street openings and improvements, \$262,500 for docks and slips, \$16,000 for the Brooklyn bridge, \$76,000 for Croton Water-works, \$20,245 21 for "expenses of proceedings, against public officers in the City of New York," and \$10,014,800 for current expenses.

A first mortgage bond and trust deed of the Chicago, Texas and Mexican Central Railway Company, in favor of the Central Trust Company of New York, amounting in the aggregate to \$10,

600,000, was filed with the Secretary of State of Texas on the 1st inst.

International Telegraph Co.

Articles of association were filed at Albany, N. Y., on the 4th inst. of the International Telegraph Company. The capital will be \$10,000,000. The route of the line is to be from New York, by way of Philadelphia, Baltimore and Washington, through the States of Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas, to the Rio Grande River; also, from New York, by way of Albany and Rochester, to Buffalo; also, from New York, by way of the New York, Lake Erie and Western Railroad, to Buffalo, and thence west through Pennsylvania, Ohio, Michigan, Illinois and Indiana, to Chicago; also from Cincinnati through Mississippi, Arkansas and Texas, to Houston and Galveston; also from St. Louis through Missouri, Kansas, Colorado and New Mexico, to Mexico; also from Chicago west to California; also from New York to Portland, Me.; also from Boston to Montreal and Quebec. The shares are taken as follows: Andrew J. Baldwin, of Wilkesbarre, 50,000 shares; James F. Cox, of Morristown, 25,000, and Charles H. Stebbins, 25,000. The concern is to continue 100 years.

George M. Dallas, special master under the receivership of the Philadelphia and Reading Companies, has filed in the United States Circuit Court his report of the audit of the receivers for April. The account of the Railroad Company for that month shows receipts of \$5,579,578 48. This included, however, a balance from the previous month of \$518,099 40. After the payment of expenses and charges there remains a balance to be carried into the May account of \$248,423 38. The Coal and Iron Company's account shows on the debit side of the cash account for the month a total of \$1,143,558 78. After the payment of expenses there remains a balance on hand to be carried into the May account of \$2,372 76.

The annual meeting of the stockholders of the Chesapeake and Ohio Canal was held at Annapolis, Md., on the 6th inst. The stock of the United States (\$1,000,000) was represented by Lloyd Lowndes, of Cumberland, Md., and the stock of the State of Maryland (\$20,000,000) by the Board of Public Works of the State. The report of the President, A. P. Gorman was read, and a resolution offered by Mr. Lowndes, providing for an enlargement of the locks of the canal in length and width, was adopted. Mr. Gorman, although asking to be relieved from his duties, was re-elected President by the Board of Public Works.

The engineers of the Lake Megantic Railway have made a preliminary survey of the route from the Lake to Greenville and from there to the Katabadin iron works; from St. John the survey is being continued to Mattawankeag where it will strike the European and North American Railroad.

The Baltimore and Cumberland Valley Railroad will reach Chambersburg, Penn., about the 20th inst.

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PRINCIPAL CONTENTS.

Railroads in China	641
The First American Railroad in Japan.....	641
Mexico's Concessions to Gen. Grant.....	642
Bordentown Locomotive Works.....	642
International Telegraph Co.	642
Personal	643
Organization	644
Baltimore and Potomac Railroad	645
The Coal Trade	646
Railroad Law	646
Contributory Negligence.....	646
Railroad Bond and Share Lists	648, 656
Public Debt Statement.....	660
Stock Exchange and Money Market.....	660, 661
Railroad and Canal Dividends.....	664
Railroad Earnings.....	665

New York, Saturday, June 11, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

THERE is encouragement to believe that the project for giving to New York the much needed underground railroad which has long been promised to the city, is about to be pushed with new vigor. The Governor has signed a bill by which the New York City Underground Railway Company is given an extension of time of three years for completing the road.

THE HOOSAC TUNNEL route between Boston and the West has drawn to itself a large and rapidly increasing freight traffic, and is now offering many attractions in the way of desirable connections, through cars and liberal conveniences which will turn a large amount of passenger traffic Hoosac Tunnelward this season. Through sleeping cars are now sent from Chicago to Boston over the Michigan Central, Canada Southern, New York Central and Fitchburg Railroads, running via the Niagara Branch of the Canada Southern Railroad, crossing the Niagara river at Suspension Bridge.

REPORTS of foreign trade for the months of January, February, March and April show that as compared with the corresponding months of last year the value of our imports has declined several millions, while the volume of our exports remains about the same. Dur-

ing the ten months of the fiscal year ending with April, our exports of merchandise exceeded our imports by something over \$246,000,000, while for the corresponding period of the previous year the excess was about \$155,000,060. With our large supply of products and the probabilities of a continued large demand for them abroad there appears to be no reason why the balance of trade should not hold for some time to come its present favorable position for American commercial and financial interests.

THE interest manifested in Boston in the plan for holding a World's Fair there in 1885 is but a natural accompaniment to the increased activity in commercial and shipping enterprises which has been so conspicuously manifested in that city during the past two years. Her somewhat secluded character has been thrust aside by the stimulus to commercial achievements, which Boston has experienced in an unprecedented degree through the starting of new steamship lines and the greatly improved railroad connections with the West, and she stands as never before ready to assume the position of commercial importance of which these shipping acquirements give rich promise. There are many reasons why a World's Fair should be most successfully carried out in Boston, chief among them, in addition to the enterprise of transportation lines terminating there, being the fact that no other city on the continent could so fully draw out exhibits of the innumerable products of New England's far famed inventive and manufacturing skill; and New England manufacturers if they once took the matter up in earnest would recognize no possibility of failure.

THIS week the purchase by the Pennsylvania Railroad Company of a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad was consummated by the payment of the purchase money, and transfer of the shares. The stock purchased was in two certificates, one of 187,303 and the other of 21,116 shares; the price paid was \$80 per share, including the July dividend. The transaction amounted to over \$16,000,000, of which about \$1,000,000 goes to stockholders in Philadelphia and the remainder, about \$15,000,000, was deposited in the National Bank of Commerce in this city, to be distributed among 2,700 stockholders, chiefly in Boston. Subscriptions to the allotment of new stock authorized at the last annual meeting of the Pennsylvania Railroad Company, together with recent heavy earnings and the surplus on hand June 1, furnished the necessary funds. Besides the shares mentioned, the Pennsylvania Railroad Company has distributed since June 1 \$2,500,000 among its stockholders in dividends. The payment had been arranged for July, and though it has been anticipated by about twenty days the Pennsylvania Rail-

road Company will not take possession of its newly acquired property until July 1, after which date the two roads will be operated under the same general management, the Philadelphia, Wilmington and Baltimore Railroad being brought under the Pennsylvania system as a separate Division.

Personal.

J. B. Crosby, President of the South Boston Railroad, has gone to Europe on a five months trip.

General John B. Gordon has been elected President of the Georgia Pacific Railroad Company.

The Cotton Exchange has elected as President Robt. Tannahill; Vice President, Joseph Yoman, and Treasurer, Walter T. Miller.

The Produce Exchange has elected the following officers: President, Forrest H. Parker; Vice President, J. H. Herriek; Treasurer, Samuel Jacoby.

C. S. Colby, has been elected President and Treasurer, E. H. Abbott Vice President and Secretary, and F. N. Finney General Manager of the Wisconsin and Minnesota Railroad Company.

Frederick L. Ames has been elected a trustee of the first mortgage of the Union Pacific Railroad Company, to fill the vacancy caused by the death of his father, the late Oakes Ames.

P. M. Meyer, formerly General Manager of the Southern Minnesota line, has been appointed Secretary of the Chicago, Milwaukee and St. Paul Railway Company, in place of R. D. Jennings.

In the will of the late Col. Scott it was expressly stated that no inventory or account shall be filed in any public office, and, therefore, the exact magnitude of his fortune and the character of the investments will be known only to his immediate family.

The eight trustees of the East River Bridge who will represent Brooklyn for the two years ending June 2, 1883, are: Henry C. Murphy, J. S. T. Stranahan, William Marshall, W. C. Kingsley, H. W. Slocum, A. C. Barnes, Alden S. Swan and Otto Witto.

F. H. Kingsbury has been elected Treasurer of the Chesapeake Railroad company, with duties commencing June 1, when the office was removed to Keene. The office of cashier has been abolished and its duties transferred to the Treasurer. Transfers of stock will hereafter be made at Keene.

Ex-Mayor Stokley, of Philadelphia, has been elected President of the "Atlantic and Gulf Coast Canal and Okeechobee Land Company." This company proposes to reclaim a large section of Southern Florida, generally called the "Everglades," by draining the swamps. The scheme involves the construction of a canal about 300 miles in length.

O. W. Smith, General Manager of the Chesapeake and Ohio Railway, has made the following appointments, taking effect on the 5th inst: W. M. S. Dunn, General Superintendent; B. S. Fitch, General Freight Agent; H. W. Fuller, General Ticket and Passenger Agent; John McFarland, Superintendent of motive power; W. H. Lowry, Auditor of disbursements; K. H. Fisher, Auditor of revenue; R. B. Weisiger, General Bookkeeper; John Garrett, Cashier.

A young gentleman who has had a valuable experience in both the freight and passenger departments of one of the most important stations on the leading transcontinental line, from which he has the highest recommendations, desires to obtain a position on an Eastern railroad. Full particulars concerning his qualifications, reason for changing, references, etc., can be obtained by addressing the editor or calling at the office of the AMERICAN RAILROAD JOURNAL.

William C. Young, who surveyed the line of the West Stockbridge and Albany Railroad, in 1858, and after much similar service on the Saratoga, Schenectady, Utica, Hudson River, and other lines, became President of the Panama Railroad Company in 1832, is to attend the coming meeting of the West Point alumni. He graduated at West Point in 1822, served a few years in the army and then became a railroad engineer in the earliest days of railroading. He is about eighty years of age and will be well remembered among the railroad pioneers now living. Another veteran railroad man and soldier is Andrew Talcott, over eighty years old, who is also a graduate of West Point and will attend the meeting with Mr. Young. Mr. Talcott graduated in 1818, served eighteen years in the army and then resigned to become a railroad engineer. Among the important works in which he was interested was the improvement of the delta of the Mississippi river.

Organization.

Articles of incorporation have been filed at Madison, Wis., of the Chippewa Falls and Minneapolis Railroad Company. The road is to be built as soon as possible from Chippewa Falls, Wis., to Minneapolis.

The State Department at Harrisburg, Penn., has granted a charter to the Water Gap and Schuylkill Railroad Company, of which Henry Whealen, of Philadelphia, is president. The new company has a capital of \$3,000,000, and runs from Pottsville through Schuylkill, Carbon and Monroe counties, to the Water Gap, a distance of sixty-five miles.

At the annual meeting of the Canada Southern Railway Company held at St. Thomas, Ontario, on the 1st inst., the following named gentlemen were elected directors for the ensuing year: William H. Vanderbilt, Cornelius Vanderbilt, James Tillinghast, Augustus Schell, Samuel F. Barger, Sidney Dillon, Edward A. Wickes, A. G. Dulman, and Joseph E. Brown.

The directors of the United Railroad and Canal Companies of New Jersey, elected on the 31st ult., are: John Jacob Astor, John C. Barron, William Bucknell, A. L. Dennis, Charles E. Green, Robert Lenox Kennedy, Thomas McKean, Isaac W. Souder, John T. Stevens, R. F. Stockton, Ashbel Welch and Samuel Welsh.

The directors of the Tuckerton, N. J., Railroad Company, elected on the 2d inst., are: A. R. Pharo, Rutherford Stuyvesant, Samuel Ashurst, H. A. Drake, W. W. Pharo, T. C. Price, John W. Russell, Charles T. Parry, and Richard Ashurst. The officers are: President, A. R. Pharo; vice-president, Rutherford Stuyvesant; treasurer, Richard Ashurst; secretary, T. C. Price.

The directors of the Baltimore and Potomac Railroad Company, elected at the annual meeting of the stockholders held in Baltimore on the 1st inst., are: George B. Roberts, A. J. Cassatt, George Small, B. F. Newcomer, W. T. Walters, Dr. E. J. Henkle, Sam'l Cox, Jr. The officers are: Hon. Oden Bowie, president; A. J. Cassatt, vice-president; J. S. Leib, treasurer; John Crowe, secretary and auditor.

At the annual meeting of the stockholders of the Chicago, St. Paul, Minneapolis and Omaha Railroad, held at Hudson, Wis., on the 4th inst., H. H. Porter, David Dows, R. B. Cable, H. R. Bishop and John Comstock were elected directors for three years. The officers chosen were H. H. Porter, president; Philatus Sawyer, vice president; R. P. Flower, Treasurer, and C. W. Porter, Secretary.

The Southern Car Works Company was organized at Knoxville, Tenn., on the 3d inst. with a capital stock of \$100,000. George W. Colwell, Robert L. Lott, Reuben Z. Roberts, of Michigan, and W. R.

Tuttle and A. L. Maxwell, of Knoxville, were elected directors. The works will be in operation in sixty days and will employ 200 mechanics. The company already has orders for a year's work.

The directors of the Nashua and Rochester Railroad Company, recently elected, are: J. C. Eastman, of Hempstead; Francis H. Dewey, E. B. Stoddard, Charles W. Smith, Charles W. Turner and F. H. Kinnicutt, of Worcester; Aaron W. Sawyer, A. H. Dunlap, Benjamin Fletcher, Jr., of Nashua; Joseph C. Burley, of Epping; Edwin Wallace, of Rochester; E. W. Hoyt, of Epping, and A. J. Pillsbury, of Northwood. Francis H. Kinnicutt was chosen president.

A certificate of incorporation was filed with the Secretary of State of California on the 24th ult., of the California Southern Extension Railroad Company, to operate a railroad from near San Bernardino to intersect the line of the Atlantic and Pacific Railroad Company, some 60 miles. Directors—H. B. Williams, Wm. G. Cohen, Len Tasheira, Wm. H. Dimond and N. P. Cole. Place of business, San Francisco. Capital stock, \$1,500,000, in 15,000 shares. Actually subscribed, \$60,000.

Articles of association of the Anderson and Shelbyville Railroad Co. have been filed with the Secretary of State of Indiana—capital stock \$400,000, distance forty miles—with B. F. Aimen Colonel Parker, Clinton E. Spencer, E. O. Chapman, Joseph Scofield, S. W. Hutton, and others, as directors. The road is expected to be completed this year, and in connection with the Jeffersonville, Madison and Indianapolis Railroad will make a direct line to Louisville and the South.

The stockholders of the Vermont and Massachusetts Railroad Company have elected the following board of directors for the ensuing year: Daniel S. Richardson, of Lowell; William H. Hill, of Brookline; James A. Dupee, of Winchester; Francis Goodhue, of Brattleborough, Vt.; George F. Fay, of Fitchburg; Thornton K. Ware, of Fitchburg, and Edward L. Davis, of Worcester. The officers are: Daniel S. Richardson president, F. N. Poor treasurer and B. D. Locke clerk.

At the annual meeting of the stockholders of the Chicago, Rock Island and Pacific Railway Co., held at Chicago on the 1st inst., James R. Cowing, Francis H. Tows, Jay Gould and Henry H. Porter were elected directors. After the adjournment of the stockholders' meeting the board of directors met and elected the following officers: President, Hugh Riddle, Chicago; vice-presidents, David Dows, New York, and R. R. Cable, Rock Island; secretary, and treasurer, F. H. Tows, New York; executive committee, Hugh Riddle, David Dows, R. R. Cable, R. P. Flower, F. H. Tows.

The Mobile and South Gulf Railway Company has completed its organization and received its charter under the laws of Alabama. The directors are: W. R. McKeen, Josephus Collett and D. W. Minshall, of Terre Haute; Duncan T. Parker, Gen. J. W. Burke, of Mobile; J. H. Woodard and Morris M. Defrees, of Indianapolis. The board elected J. A. Woodard, president, M. M. Defrees superintendent and engineer, and A. G. Cox, Auditor. Mr. Defrees is pushing the surveys ahead, and will be ready for grading within three weeks. The road will be twenty-five miles long, and will connect with deep water in the lower bay.

The directors of the St. Paul and Sioux City Railroad Company, elected at the annual meeting of the stockholders held at St. Paul, Minn., on the 4th inst., are: H. H. Porter, E. F. Drake, H. Merriam, Augustus Koonze, C. A. Bigelow, A. H. Wilder, J. Q. Adams, George I. Seney, R. P. Flower, R. H. Bis-

hop, J. M. Fiske, S. R. Cable, P. Sawyer, Benjamin Brewster and David Dows. The directors elected H. H. Porter, president; R. P. Flower, treasurer, R. Edgerton, assistant treasurer, and E. I. Hamilton, secretary. H. H. Porter, E. F. Drake, R. P. Flower, R. H. Bishop, Benjamin Brewster, David Dows and Philatus Sawyer were elected an executive committee.

The reorganization of the Texas Western Narrow-Gauge Railway Company was perfected on the 2d inst., and the road was formally transferred to the new management. At a meeting of the stockholders on the same day the following directors were elected: Gen. U. S. Grant, H. Victor Newcomb, John Bailly, Col. Frederick D. Grant, Josiah C. Reiff, A. M. Gentry, W. D. Cleveland, S. K. McIlhenney, and J. C. Tracey. President, U. S. Grant; secretary, J. G. Tracey; executive committee, U. S. Grant, H. Victor Newcomb, and Josiah C. Reiff. Active operations will begin at once in connection with the construction of the road to the Rio Grande.

At the annual meeting of the Chicago and Northwestern Railway Company, held in Chicago on the 2d inst., the following board of directors was elected: William L. Scott, Jay Gould, R. P. Flower, Anson Stager, and Frederick Vanderbilt, the two latter in place of Frank Work and D. P. Morgan. At the directors' meeting the following officers were elected: President, Albert Keep; vice-president, treasurer, and secretary, M. L. Sykes; second vice-president, Marvin Hughitt; assistant secretary and treasurer in New York, P. O. Howe; executive committee, Albert Keep, Augustus Schell, A. G. Dulman, William L. Scott, Samuel A. Barger, C. M. Depew, and D. O. Mills.

At the annual meeting of the New York Central and Hudson River Railroad Company held at Albany, N. Y., on the 1st inst., the following directors were chosen: W. H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Frederick W. Vanderbilt, Augustus Schell, Samuel F. Barger, Chauncey M. Depew, James H. Rutter, J. Pierrepont Morgan, Cyrus W. Field, New York; Chester W. Chapin, Springfield, Mass.; John Allen, Jr., Buffalo; James M. Marvin, Saratoga Springs. The following gentlemen were elected inspectors of election: Sidney T. Fairchild, of Cazenovia; Henry Roseboom, of Roseboom; and Francis S. Pruyn, of Albany. About \$65,000,000 of stock were voted on, out of a capital of \$69,423,330.

The directors of the Canada Atlantic Railway Company, recently elected, are: Hon. D. A. Macdonald, E. McGillivray, G. B. Pattee, McLeod Stewart, Archibald McNab, Peter Kennedy, James Fraser, John Rankin, Guy C. Noble and R. S. Macdonald. The directors elected E. McGillivray president, Archibald McNab vice-president, and Edward H. Tiffany secretary treasurer and solicitor. The report of the past directors showed fair progress made on the road, and the contractor expects to have cars running to Alexandria in September, and to the High Falls on the Nation on the 1st of January next. The whole of the steel rails were purchased in England, and are on the way to Canada, and will be taken to Coteau Landing by the Grand Trunk Railway.

A new railroad corporation was commissioned by the Governor of Wisconsin on the 2d inst. The incorporators are E. W. Winter, of St. Paul; C. W. Porter, W. H. Phelps, C. L. Catlin and J. C. Spooner, of Hudson, with a capital stock of \$210,000. The line proposed to be built is from Eau Claire to Chippewa Falls on the west side of Chippewa River and will compete with the Wisconsin and Minnesota Division of the Wisconsin Central Railway for the immense trade of the mills and drives at or near these

cities. Three of the incorporators are officers of the Chicago, St. Paul, Minneapolis and Omaha Company, and the new line will undoubtedly become part of their system. It is understood that the ultimate intention is to push the road northwards from Chippewa Falls to a junction with the North Wisconsin in Ashland or Bayfield County.

The stockholders of the proposed Cleveland, Youngstown and Pittsburg Narrow-Gauge Railway Company met in Cleveland, O., on the 1st inst., and elected the following directors: H. W. Ford, Thomas T. Buckley, George W. Ballow, F. J. Mather, W. R. Bergholz, of New York; W. A. Lynch, of Canton; W. E. Lewis and Finlay Barber, of Alliance. The board organized by choosing the following officers: President, H. W. Ford; vice-president, W. R. Bergholz; treasurer, Thomas T. Buckley; secretary, F. J. Mather; executive committee, Thomas T. Buckley, George W. Ballow, W. R. Bergholz. Following the tracks of the Connotton Valley Railway, which is now being built towards Cleveland, the new line will branch from Connotton at Twinsburg, twenty miles southeast of Cleveland. From that point the precise route of the road has not been decided upon.

Articles of incorporation were filed in the office of the Secretary of State at Springfield, Illinois, on the 31st ult., of the St. Louis, Belleville and Centralia Railroad Company, with a capital of \$1,000,000. The incorporators are Adolphus Meier, Joseph W. Branch and Charles Parsons, of St. Louis; Marshal W. Wier, Felix Scott, Thomas Knabelesh, John Klacs and Russell Hinkley, of Belleville, and H. W. Hubbard, of Centralia. The principal office is to be in Belleville, and the purpose is to build a railroad to Centralia, Marion County. Wm. F. Whitehouse, Lorenzo M. Johnson, S. Corning Judd, Edwin B. Sheldon, Henry B. Whitehouse, James M. Hills and Eugene H. Fishburn, of Chicago; Casper William Schaap, of Louisville, Ky., and John B. Lovington, of East St. Louis, were authorized to organize the St. Louis and Cairo Railroad Company, with the principal office in Chicago and a capital of \$6,500,000. This company takes what was formerly the Cairo and St. Louis Narrow-Gauge Railroad.

The stockholders of the Baltimore and Drum Point Railroad Co., at their meeting in Baltimore on the 1st inst., elected the following directors: Augustus Albert, Dr. James A. Steuart, Wm. H. Bians, Baltimore; Dr. Benjamin King, Thomas S. Iglehart, John G. Butler, Anne Arundel county; H. E. Morton, Henry Owings of S. Calvert county; Andrew Banks, Baltimore county; Jos. R. Swan, Jr., Samuel Remington, P. V. Rogers, New York. The directors elected officers as follows: President, Augustus Albert, of Baltimore; treasurer, Andrew Banks, of Baltimore county; secretary, John G. Butler, of Anne Arundel county. Mr. N. Goldsborough, chief engineer of the road, is now locating the line between Baltimore and Annapolis and preparing for its construction. The engineers are also locating the road between Furnace and Marley creeks, starting from Baltimore, and as far as they have gone are ready for work. It is expected that the road will be finished to Annapolis Railroad by next January, and the whole line completed in two years.

Articles of association were filed with the Secretary of State of Missouri on the 30th ult., of the Kansas City, St. Joseph and Burlington Railway Co. Capital, \$3,000,000. The incorporators are: Elijah Smith, Prosper W. Smith, Wm. Endicott, Jr., Hales W. Suter, Isaac T. Burr, Thomas Nickerson, James W. Potter, Boston. Henry Savies, Bar Harbor, Me.; W. J. Rotch, New Bedford, Mass.; W. W. Crapo, New Bedford, Mass.; Moses Taylor, New York; S. A. Kent,

and J. B. Lyon, Chicago, Ill., and John W. Smith, Burlington, Io. The objects are to own, construct and maintain a line of railway, beginning at a point on the line between Iowa and Missouri, near Mendota, Putnam county, extending thence southwardly to Unionville, in said county; thence west through Putnam, Mercer, Harrison, Gentry, DeKalb and Buchanan, to St. Joseph, a distance of 141.4 miles; embracing the entire main line of railway in Missouri heretofore owned by the Burlington and Southwestern Railway Company, of which that portion lying between Mendota and Unionville, a distance of 11.4 miles, is now completed and in operation; and also to own, construct, maintain and operate a line of railway beginning at or near Unionville and running southwesterly through the counties of Putnam, Sullivan, Linn and Carroll to Carrollton, thence to the Missouri river at a point at or east of Lexington, Lafayette county, thence to such point in South Missouri as may hereafter be determined, embracing the entire branch line of railway heretofore owned by said Burlington and Southwestern Railway Company and known as the Linneus branch of the Burlington and Southwestern Railway, of which that portion lying between Unionville and Laeade, Linn county, a distance of 53 miles, is now completed and in operation, the remaining distance between Laeade and Lexington being 60 miles. The amount of tax on the capital stock paid into the State treasury was \$1,525.

Railroad Earnings.

The earnings of the Central Pacific Railroad for May, 1881, were \$2,068,000 as compared with \$1,778,487 for May 1880. For the first five months of this year the earnings were, \$8,708,763; corresponding period last year \$6,779,743.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the four months ending May 31, were \$382,642 39, corresponding period last year, \$281,899 57; from Jan. 1 to May 31, \$1,542,959 52, corresponding period 1880, \$1,194,594 67.

The earnings of the Denver and Rio Grande Railway for the fourth week of May, were \$165,700, corresponding week last year \$65,432; for month of May, \$514,767, May, 1880, \$191,695. Miles now operated, 690, operated last year, 422.

The earnings of the Flint and Pere Marquette Railroad from Jan. 1 to May 31, were \$744,078 25, corresponding period 1880, \$631,739 30; for week ending May 31, \$19,603 70, corresponding week last year \$35,350 50.

The aggregate increase of earnings of the Great Western Railway of Canada from Jan. 1 to May 27, over corresponding period last year was, \$188,169; earnings for week ending May 27, \$103,109, last year, \$96,745.

The earnings of the Chicago and Grand Trunk Railway for week ending May 28 were \$31,127, corresponding week last year \$39,132; aggregate increase for 16 weeks this year, over corresponding period last year, \$98,155.

Manufacturing.

The Canadian Locomotive and Engine Works Company are to erect a two story building 324 feet long by 60 feet wide, in Kingston, Canada. A large quantity of new machinery is said to have been ordered, some of it from Canadian and United States works and some from England, and orders for locomotives sufficient to keep the works running to their full capacity for six months are reported.

D. N. Beardsley & Co., wholesale dealers in sawed oak, chestnut lumber, etc., whose office is at 9 Mur-

ray street, this city, have been forced by their growing business to acquire increased facilities in New England for production and have purchased recently new territory and saw mills. The Wason Car Manufacturing Company of Brightwood, Mass., and the New York, New Haven and Hartford Railroad Company have given the firm very large orders recently, with assurance of duplicate contracts as fast as Messrs. Beardsley & Co. can supply the materials.

The Eames Vacuum Brake Company have recently published a very handsome catalogue of their widely known brake. It contains full descriptions of their brake, ejector and various attachments and equipments for rolling stock, with plates illustrating in detail each part of their mechanism and workings; in addition it gives much valuable information concerning the general principles of the most approved methods of operating brakes. The catalogue can be obtained of Thomas Prosser & Son at the sales office in this city, 15 Gold Street. The Eames Vacuum Brake is now in use on over seventy railroads.

Baltimore and Potomac Railroad.

At the annual meeting of the stockholders of the Baltimore and Potomac Railroad Company, held in Baltimore on the 1st inst., the report of the directors was presented showing that the gross earnings from all sources were \$790,147 87, of which the Washington line and tunnel were \$748,460 89, and the Pope's Creek line \$41,686 98, an increase as compared with 1879, on the Washington line of \$90,375 82, and on the Pope's Creek line of \$3,108 42. The total expenses were \$632,663 19, of which the Washington line were \$571,137 57, and the Pope's Creek line \$61,525 62. The net earnings were for the Washington line \$177,822 82; the loss on the Pope's Creek line was \$19,888 64; making the entire net earnings \$157,934 18. There were expended in constructing the double track at both Baltimore and Washington ends \$55,551 47. The cost of movement per passenger per mile on the Washington line was 2,797 cents, and on the Pope's Creek line 5,707 cents. The average was 2,898 cents, an increase of 0.160 cents per mile over 1879. The cost of movement of freight per ton per mile on the Washington line was 1,749 cents, and on the Pope's Creek line 5,754 cents. The average cost 1.977 cents was an increase of 0.046 cents per ton per mile over 1879. During the year 542 tons of steel rails were laid on the Washington line, and 46,435 new cross-ties on the two lines. The trestle bridge over the Patapsco has been renewed with iron, and the Eastern Branch bridge, near Washington thoroughly rebuilt. A tribute is paid to the late Col. Thos. A. Scott. The report says that without him the Baltimore and Potomac Railroad might not have been. He was the first to see the benefits which would accrue from it to the Pennsylvania Railroad Company, to impress them upon his associates and to seize upon the opportunity for forming an important northern and southern connection for that road.

The division of the Pennsylvania Railroad from Philadelphia to New York, over which probably more passengers travel than any other section in the country, has been singularly free from serious accidents. The recent accident by an open switch was the first serious one this line has had for years. During the Centennial travel not a life was lost on this road.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 28, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	128,065	8,381,022	8,172,948
Schuylkill Canal....	12,670	97,194	149,776
Lehigh Valley.....	85,018	2,491,810	1,980,970
Del. Lack. & Western.	60,401	1,588,552	1,320,937
Shamokin Valley....	20,494	402,276	314,036
Central New Jersey.	99,921	1,562,549	1,325,228
United R. R. of New Jersey.....	23,257	604,247	396,119
Pennsylvania Coal...	20,124	432,064	367,165
Delaware and Hudson	46,968	1,312,463	1,202,337
Huntingdon & Broad			
Top Mt.....	8,803	174,831	206,809
Penn. and New York.	27,654	636,643	539,106
Clearfield, Pa.....	46,952	938,995	493,900

The total tonnage of anthracite coal from all the regions for the week ending May 28, as reported by the several carrying companies, amounted to 418,163 tons, against 883,047 tons in the corresponding week last year, an increase of 35,106 tons. The total amount of anthracite mined for the year is 9,923,101 tons, against 8,444,862 tons for the same period last year, an increase of 1,478,239 tons. The quantity of bituminous coal sent to market for the week amounted to 101,141 tons, against 93,245 tons in corresponding week last year, an increase of 7,896 tons. The total amount of bituminous mined for the year is 1,902,986 tons, against 1,549,015 tons for the corresponding period last year an increase of 353,971 tons. The total tonnage of all kinds of coal for the week is 519,294 tons, against 476,292 tons in corresponding week last year, an increase of 43,002 tons, and the total tonnage for the coal year is 11,826,087 tons, against 9,993,877 tons to same date last year, an increase of 1,832,210 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 28 was 164,230 tons, of which 114,231 tons were coal and 49,999 tons coke. The total tonnage for the year thus far has been 3,607,825 tons, of which 2,568,503 tons were coal and 1,039,322 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 28 were 44,490 tons, and for the year to that date 728,947 tons, a decrease of 73,272 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,225 tons; year, 553,302 tons; decrease as compared with 1880, 7,930 tons. Chesapeake and Ohio Canal—week, 13,820 tons; year, 105,743 tons; decrease as compared with 1880, 37,095 tons. Pennsylvania Railroad—week, 6,403 tons; year, 69,875 tons; decrease as compared with 1880, 28,269 tons. Shipments by new George's Creek and Cumberland Railroad are first reported this week. Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 41,417 tons; year, 695,067 tons. Baltimore and Ohio Railroad—week, 17 tons; year, 28,971 tons. George's Creek and Cumberland Railroad—week, 2,805 tons; year, 3,004 tons. The Reading Railroad tonnage for last week, ending June 4, was 196,500 tons, of which 60,500 tons were sent to and 36,000 tons shipped from Port Richmond, and 9,800 tons sent to and 3,700 tons shipped from Elizabethport.—[Phila. Ledger, June 6.]

The track of the International and Great Northern Railway is now extended 32 miles southwest of San Antonio, and about a mile from Chiclan, Medina County. The track-laying is proceeding at the rate of a mile a day. The track of the Galveston, Harrisburg and San Antonio road, running parallel with the International and Great

Northern for ten miles, has reached Leon, nine miles west of San Antonio.

Railroad Law.

NEW YORK COURT OF APPEALS ABSTRACT.

Master and servant—fellow servant—fireman on locomotive and telegraph operator—time of running trains changed by telegraph—duty of master to servant—judicial notice.

The plaintiff's intestate, a locomotive fireman, in the employ of defendant upon his railroad, was killed by a collision upon such road caused by the negligence of the conductor on the colliding train, co-operating with that of a telegraph operator in defendant's employ at S., a station on such road. Defendant's trains were run by a general time-table, but the time of a train might, by the rules, be varied by a special order sent by telegraph from defendant's train-dispatcher to the conductor in charge of the train. The sending of such an order was a usual thing. The negligence in question had reference to a special order. Held, (1) that the courts may take judicial notice (*Agawam Bank vs. Strever*, 18 N. Y. 502), that railroads are managed in the practical running of them by overlooking officers at distant places who use the telegraph to keep informed as to, and to direct the movement of trains (2) That both the conductor and the operator were fellow servants of intestate. The conductor was engaged in the particular work intestate was, viz., the running of trains; and the operator in a work connected therewith—that of giving information of the trains, and communicating orders to those controlling them for stopping or going on. The duty of the operator was not that of the master for the negligent performance of which the master was bound. The fact that the operator sometimes did business not connected with the running of trains would not alter his character as a fellow servant, nor would the fact that he was appointed and discharged by one superior agent of defendant, and intestate by another. It cannot be claimed that the making of a variation from a time-table is an act of the master, in doing which, he must answer for the negligence of his subordinates. All that can be required from him by the public and by passengers is, that when he makes the variation he act under it with reasonable care and diligence. *Sears vs. Eastern R. Co.*, 14 Allen, 433; *Gordon vs. M. & L. R. Co.*, 52 N. H. 596. That is to say, due care and diligence in giving notices of the change, and in running the train upon the changed time. See *Rose vs. Bost. & Alb. R. Co.*, 58 N. Y. 217. In the case at bar minute regulations and directions in reference to changes were made by rules known to the employees, the obedience of which by employees would insure safety. In such case it is not the duty of the master, as a part of his contract with the employee, to see to it as with a personal sight, and trust that notice of a temporary and special interference with a general time-table will come to the intelligence of all those whom it is to govern in the running of approaching trains. In such case the reasonable rule is, that the master must first choose his agents with due care for their possession of skill and competency, and that then he must use the best means of communication according to prescribed general rules and

regulations, derived from the best experience in such business, and if among these means are the services of a fellow servant, competent for his place, his possible carelessness is a risk of the employment that his fellows take when entering the service. It is a misconception of this case to hold that the order of the train dispatcher was a change in the rules of the road, it was in accordance with those rules. In such a case as this it is not the duty of the master to give personal notice to every operative of a train of a special deviation from an established general time-table. His duty is done when he has beforehand provided rules minute, explicit and efficient, and made known to his servants, which, if observed and followed by all concerned, will bring such personal notice to every one entitled to it. Judgment reversed and new trial ordered. *Slater vs. Jewett*. Opinion by Folger, C. J. Danforth and Finch, J. J., dissented.

[Decided April 19, 1881.]

Contributory Negligence.

FERRY COMPANY VS. MONAGHAN.

It is not contributory negligence for a passenger to stand up on a ferry boat while in motion, so that she was thrown by an unusually violent landing of the boat, although if seated she would not have been injured.

Error to the Court of Common Pleas No. 4 of Philadelphia county.

Case by Bridget Monaghan against the Camden and Philadelphia Steamboat Ferry Company, to recover damages for injuries sustained by the alleged negligence of defendant.

The case was referred by agreement to Francis Rawle, Esq., as referee, under Act of May 14th, 1874, who reported in favor of plaintiff the sum of \$3200. Exceptions to this report were filed and overruled and the report confirmed, which is assigned for error. The facts appear sufficiently in the opinion of the Supreme Court seq.

Opinion by GREEN, J. March 14, 1881.

The referee has found as a fact that the plaintiff in this action was not guilty of contributory negligence in the accident which caused her injury. The only escape from the effect of this finding would lie in the proposition that the undisputed facts of the case establish negligence in her part. To this point, therefore, the argument of the learned counsel for the plaintiff in error is directed. We find ourselves quite unable, however, to assent to his conclusions. The plaintiff below was a passenger by the defendant's ferry boat from Camden to Philadelphia. As the boat approached the wharf, she arose from her seat along with the other passengers, and at the moment of the collision she was standing at the forward part of the cabin just inside the door. The boat entered the slip without touching the piles on either side, but struck the bridge with such force as to throw the plaintiff down and produce the injury complained of. Of course it is true that if she had remained in her seat she would not have been injured, but it does not necessarily follow that her act of leaving her seat was contributory negligence. Had she occupied a manifest place of danger, as for instance a position very near to the end of the boat where there was no railing, and been precipitated into the

water by the shock of the collision, the contention of the defendant would be much more appropriate, and would perhaps be conclusive against her. But the position she was in at the moment of the accident was not one of apparent danger at all. She was inside the cabin near the door, in a place and in an attitude, apparently of perfect safety. It is the uniform habit of persons riding on steamboats to be upon their feet at will while the boat is in motion, and especially as it approaches the landing. It is one of the most comfortable and satisfactory features of steamboat travel that passengers are at liberty to move about from place to place on the vessel while it is motion. It was not shown by any testimony in this case that there was any liability to danger in the position of the plaintiff at the time of the accident. The referee found that she acted as prudent as people do in like circumstances, and his conclusion in this respect is so plainly in accordance with universal experience that it is impossible for us to find any error in it. We are clearly of opinion that the referee was correct in his finding that the plaintiff was not guilty of contributory negligence. This disposes of the case, because we do not consider it within our province to review either the finding of negligence of the defendant, or the assessment of damages. Those are exclusive matters of fact, as to which the referee's conclusions are to be treated as the verdict of a jury, and are not subject to review in this court, except where in a common law trial before a jury the assignment of error is such as can be heard and determined; *Jamison vs. Collins*, 2 Norris, 359; *Lee vs. Keys*, 7 Norris, 175. We see no error in this record.

Judgment affirmed.

Wayne MacVeagh, Esq., for plaintiff in error.
T. C. Patterson, Esq., for defendant in error.

The Executive government of Newfoundland has received a despatch from London through the Secretary of State for the Colonies, announcing that Her Majesty the Queen has been pleased to give her assent to the Allen bill which passed the Newfoundland Legislature during the past session. This bill, which has now become a law, admits the citizens of the United States to equal rights and privileges with British subjects in the tenure of lands in this island. It was a necessary sequence or rider to the act that incorporated the New York Railway Syndicate Company, and legalized the contract between them and the Newfoundland government for the construction of a railroad through this island.

The Chicago, Pekin and Southwestern Railroad was sold at Chicago on the 1st inst. under the second mortgage for \$750,000 to F. E. Hinckley, to satisfy an indebtedness of \$980,000. Hinckley represented the bondholders.

A decree has been signed granting M. De Lesseps a concession to cut a canal through the Isthmus of Corinth. The work will probably be commenced in 1882, and be completed in five years.

The Pittsburg, Erie and Newcastle and the Pittsburg and Western Narrow-Gauge Roads have been consolidated, and forms a connection between Pittsburg and Youngstown, Ohio. The

New York, Pittsburg and Chicago Railroad Company has been organized for the purpose of extending this road further West. James S. Negley is president.

Canadian Canals.

The revenue of the Canadian canals for the year 1880 amounted to \$338,296 74, an increase of \$175,173 over the previous year, being as follows for the various canals:

	No. Vessels.	
Welland Canal	4,104	\$147,584
St. Lawrence Canal.....	11,340	99,563
Chambly Canal.....	3,296	20,437
Rideau Canal	2,632	5,559
Ottawa Canals.....	5,202	58,985
Burlington Bay Canal.....	989	3,813
St. Peter's Canal	153	185
Newcastle District Canals...	8	2,018
Total	25,774	\$338,094

All the canals yielded an increased revenue with the exception of the Welland and Newcastle district. The St. Lawrence canal showed \$16,713 increase, while the decrease on the Welland Canal was \$16,252. The reduction of tolls on the Erie canal is considered the cause of the latter. Of the craft using the canals 21,387 were Canadian, and 4,387 United States vessels.

A meeting of the stockholders of the Richmond and Alleghany Railroad Company, is to be held in Richmond, Va., on the 23d inst., at which a proposed plan of consolidation of said company with the Atlantic and Northwestern Railroad Company, a corporation of the State of West Virginia, and the Ohio Central Railroad Company, a corporation of the State of Ohio, will be submitted.

At an adjourned meeting of the Park Commissioners on the 7th inst., an opinion from Corporation Counsel Whitney was read in favor of the right of the Park Commissioners to build a bridge across the Harlem River at Madison avenue. It was resolved to review the whole matter of building the bridge and to determine whether it would not be better to build a stone structure instead of a trestle work bridge.

The survey for a new railroad from Duluth to Chicago, a distance of 400 miles, is now being prosecuted by a full corps of engineers, and another party are soon to commence work upon the survey of a line to run from Duluth in a north-westerly direction to Manitoba, while the Northern Pacific has already commenced the construction of a million-bushel grain elevator at that point.

Postmaster-General James filed on the 6th inst. and answer in the United States Circuit Court in the suit of the Yale Lock Company, charging him with using an infringement on their patents while he was Postmaster of New York. He claims that the income from the rent of the boxes was not placed to his credit and that the company were not the original inventors of the locks and therefore not the legal owners of the letters patent.

The completion of the Scioto Valley Railroad to Ironton, Ohio, the centre of the Hanging Rock Iron Region, and its junction with the Chesapeake and Ohio Railway, was formally celebrated at

Ironton on the 2d inst. by appropriate exercises and a banquet at night. Governor Foster and prominent capitalists were present.

The plans for the proposed Northern Railroad of Long Island, from Astoria to Huntington, have been accepted. The railroad is to pass through Bowery Bay, Flushing, Little Neck, Lakeville, Manhasset, Barrow Beach, Sea Cliff, Glen Cove, Locust Valley, Millneck, Oyster Bay, Laurelton and Cold Spring.

It is understood that the Central Pacific Railroad Company will soon make the necessary survey for constructing a new line between Folsom and Placerville. From Folsom the new road will make its way up the side of the canyon to the table lands, and from thence to Placerville, taking the canyon again a portion of the way.

The road which is to connect New York City with the New York, Ontario and Western Railroad at Middletown runs up the west bank of the Hudson River, and cuts through the neck of land that extends into the river at West Point, the tunnel being directly under the parade grounds and emerging on the northwest shore of the bay.

Advices from Mexico state that the Palmer-Sullivan Company has purchased the Mexico, Toluca and Cuautlan Railroad and the property delivered. The Central Road is completed to Tula, a distance of 50 miles, and work commenced at San Juan del Rio. The Morelos Railroad has been completed to Cuautlan.

The contract for extending the Southern Minnesota Division of the Chicago, Milwaukee and St. Paul Railway to Sioux Falls, Dak., has been let, and the work will be rapidly pushed to completion.

Arrangements have been made to bridge the Ohio river at Wheeling, and extend the Wheeling and Lake Erie Railroad eastward to the Connellsville coke regions. The uncompleted portions of the road between Wheeling and the lake will also be finished.

The contract for the construction of the Columbus and Maysville Railroad has been let to the Columbus Construction Company, composed of General Samuel Thomas and others. The work is to be completed by July, 1882.

The Waxahatchie Tap Railroad was sold in Houston, Texas, on the 2d inst., to the Houston and Texas Central Railway Company. A transfer of the stock has been made on the company's books.

The Philadelphia and Long Branch Railroad Company commenced running trains through to Tom's River over the new road on the 1st inst., leaving Philadelphia at 8 a. m. and 5.10 p. m.

A party of surveyors have commenced the work of locating the line of the Southern California Railroad through the Cajon Pass.

Work on the Culican (Mexico) Railway was commenced on the 12th of May.

The Cairo and St. Louis Railroad is to be sold on the 14th of July.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin. Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,800	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,900	7	"	"	1890	....
Receiver's Cert. of Ala. & Chat.	600,000	8	"	"	1882	....	Consolidation Bonds.....	523,000	7	June & Dec.	"	1895	....
Albany and Susquehanna:							Equipment Notes.....	670,000	6	Apr. and Oct.	"	'81-'82	....
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1865.....	1,987,000	7	April & Oct.	"	1886	....	Boston, Concord and Montreal:						
Albany Loan.....	933,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	621,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,820,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1865.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	990,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1860.....	4,000,000	7 1/2	Jan. & July.	New York.	1899	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	1910	....	Bonds of 1877.....	620,000	5	"	"	1899	....
1st M. E. Ext., guar. by P. & R. R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	150,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashland and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1898	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000pm	6	F. M. A. & M.	New York.	1906	....	1st Mortgage for \$1,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1860.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,116,800	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,580	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1892	....
Construction Notes.....	78,000	7	Jan. & July.	"	1881	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1896	....
Land Income bonds, 1878.....	480,000	8	"	"	'88-'89	....	Mort. bonds, ".....	2,884,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern:							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	544,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor:						
Kansas City, Top. & Western:							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Rail and Mo. River (C. B. & Q.):						
Income Bonds.....	300,000	6	"	"	1900	....	Land and R. R. Mortgage.....	4,821,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Soto:							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1899	....
Florence, El Dorado & West:							Bor. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	810,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1897.....	600,000	8	Jan. and July.	Boston.	1888	....
New Mexico and So. Pacific:							Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1918	....
1st Mortgage, gold.....	5,610,000	7 1/2	"	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	"	"	1892	....
1st Mortgage preferred.....	4,250,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., L. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort., gold (Coup. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., L. M. & S.):						
2d Mort. to State (no int. till '80)	4,000,000	6	"	"	1900	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:						
1st Mortgage, extended.....	300,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side:							2d Mortgage, end. by Gen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1906	....
3d preferred bonds.....	452,500	6	"	"	'96-'00	....	Camden & Amboy (U. S. of N. J.)						
Virginia and Tennessee:							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	886,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	963,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	Lynchburg.	1876	....	Camden and Atlantic:						
Funded Int. cert.....	226,900	8	"	New York.	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000...	25,000pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income Bds. non-cumulative...	18,750pm	6 1/2	April & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864...	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) Int. gr.	13,497,811	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871...	713,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Big Eagle Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1913	....
General Mortgage.....	400,000	7	Jan. & July.	Philadelphia.	1910	....	2d Mortgage--Income Bonds...	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1859-'55.....	1,710,000	6 1/2	April & Oct.	Baltimore.	1886	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1855-'60 (Balt.) akg. fd.	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,800,000	7	"	"	1900	....
Loan of 1870-'95 (etc.) akg. fund.	2,882,956	6 1/2	March & Sept.	London.	1896	....	Chatell Mortgage.....	209,850	5	May & Nov.	"	'88-'90	....
Loan of 1872-1902 (etc.) S. F.	8,507,352	6 1/2	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (etc.) S. F.	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (O. F. to Waverly)...	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	908,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line)...	1,334,000	7	Jan. & July.	"	1907	....
Purchase of Connellsville R. R.	800,000	6 1/2	"	Baltimore.	'81-'00	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chi. line bds.	7,744,000	6	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles)...	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds...	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles)...	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles)...	2,332,000	7	May and Nov.	"	1916	....
Bonds to State of Maryland.....	366,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
1st Mort. (Tunnel) gold, S. F.	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Government's subsidy.	1,600,000	6 1/2	Jan. & July.	U. S. Treas.	'95-'	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	...	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	...
State Aid Bds (Int. by State) gold.	1,500,000	7*	"	"	1884	...	General Consol. Gold Bonds	12,343,000	7*	June & Dec.	"	1902	...
2d Mort. (Governm't Subsidy).	25,885,000	6	"	"	'95-'98	...	Sinking Fund Bonds of 1879	6,400,000	6-6	Apr. and Oct.	"	1929	...
1st Mort. (Western Pacific) gold.	2,616,000	6*	"	"	1899	...	1st Mort. ext. (Gal. & Chi. U.) ..	1,652,000	7	Feb. & Aug.	"	1882	...
Government Lien (West. Pac.) ..	1,970,166	6	"	"	1899	...	1st Mortgage (Chic. & Mil.) ..	1,700,000	7	Jan. and July.	"	1898	...
1st Mort. (Calif. & Oregon) gold.	8,000,000	6*	"	"	'88-'92	...	1st Mortgage gr. (Iowa Midland) ..	1,350,000	8	April & Oct.	"	1900	...
1st Mort. (S. Fr., Okla. & Ala.) ..	687,000	6*	"	"	1890	...	1st Mort. (Northwestern Union) ..	3,600,000	7*	March & Sept.	"	1917	...
1st Mort. (San Joaquin V.D.) gold.	6,080,000	6*	April & Oct.	"	1900	...	1st Mort. (Minnesota Valley) ..	150,000	7	April & Oct.	"	1908	...
Land bonds (Cen. Pacific) gold.	6,630,000	6*	"	"	1890	...	1st Mort. (Roch. and Nor. Mo.) ..	200,000	7	March & Sept.	"	1908	...
Income bonds, Sinking Fund ..	3,265,000	8	May & Nov.	"	1888	...	1st Mort. (Plainview Railroad) ..	100,000	7	"	"	1908	...
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	...	1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	...	2d Mortgage guar.	1,610,000	7	May & Nov.	"	1907	...
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'80	...	Extension Mortgage Bonds ..	4,256,000	7*	June & Dec.	"	1910	...
Income and Extension Bonds ..	1,508,000	8	"	"	1902	...	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sherr. and Ch.) ..	444,100	7	Jan. & July.	St. Albans.	1887	...	1st Mortgage ..	1,000,000	8	Feb. & Aug.	New York.	1901	...
Charlotte, Columbia & Augusta:							2d Mortgage ..	750,000	8	April & Oct.	"	1891	...
1st Mortgage ..	1,807,500	7	Jan. & July.	New York.	1895	...	Chicago, Rock Island and Pacific:						
2d Mortgage ..	500,000	7	April & Oct.	"	1910	...	1st Mortgage for \$12,500,000 ..	10,000,000	6	Jan. & July.	New York.	1917	...
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage ..	500,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage for \$13,000,000 ..	3,468,000	7	May & Nov.	New York.	1897	...
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000 ..	7,253,000	6	June & Dec.	"	1907	...
1st Mortgage ..	300,900	7	June & Dec.	New York.	1899	...	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage ..	2,941,000	8	Jan. & July.	New York.	1886	...
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	...	2d Mortgage ..	1,500,000	8	April & Oct.	"	1890	...
1st Mortgage gold "A" ..	2,000,000	6*	April & Oct.	"	1908	...	Mississippi Central—						
1st Mort. gold "B" ..	15,000,000	6*	May & Nov.	"	1908	...	1st Mortgage ..	345,000	7	May & Nov.	New York.	'80-'84	...
2d Mortgage Income ..	10,000,000	6*	Jan. & July.	"	1918	...	2d Mortgage ..	1,996,000	8	Feb. & Aug.	"	1886	...
Virginia Central Mort. Coupon.	918,000	6	"	"	1894	...	Chi. & Southwestern (C., R. & Pac.):						
Chester:							1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	...
Coupon bonds (no Mort.) ..	806,900	6	Jan. & July.	Boston.	'80-'96	...	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,800,000	6	June & Dec.	New York.	1900	...
1st Mortgage ..	2,369,000	7	Jan. & July.	New York.	1893	...	Chicago, St. Paul and Minn.—						
1st Mortgage, Income ..	1,095,000	7	April & Oct.	"	1883	...	1st Mortgage, gold ..	2,800,000	6*	May & Nov.	New York.	1913	...
Consol. Bonds (\$200 stg. each).	1,379,850	6*	Jan. & July.	London.	1903	...	2d Mortgage, land grant ..	2,018,000	6*	"	"	1898	...
Sinking Fund Gold Bds. ..	3,000,000	6*	May & Nov.	New York.	1903	...	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	"	1894	...	1st Mortgage ..	450,000	6	Jan. & July.	New York.	1901	...
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	...	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold ..	7,000,000	6*	April & Oct.	New York.	1919	...
Trust Mortgage, sng. p'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	...	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1900	...
Trust Mortgage (Burl. to Peoria)	655,000	7	April & Oct.	"	1890	...	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1900	...	1st Mortgage ..	477,000	8	March & Sept.	Boston.	1890	...
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	...	Cincinnati, and Baltimore:						
Plain 5 per cent bonds ..	2,356,000	6	"	Boston.	1901	...	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	...
Bonds of 1915, Sinking Fund ..	39,000	6	June & Dec.	"	1896	...	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds ..	85,475	7	Jan. & July.	"	1896	...	2d Mortgage of 1865 ..	494,000	7	Jan. & July.	New York.	1885	...
Consol. Mortgage for \$30,000,000.	13,095,000	7	"	New York.	1903	...	Consol. S. F. M. for \$3,000,000 ..	1,224,000	7	April & Oct.	"	1905	...
Chicago and Canada Southern:							Uncinatti, Ham. & Ind. (C., H. & D.):						
1st Mortgage ..	3,541,250	7*	April & Oct.	New York.	1902	...	1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1908	...
Chicago, Cincinnati and Louisv.:							Chic. & Ind. (C., I., St. L. & C.):						
1st Mortgage ..	1,000,000	7	Jan. & July.	New York.	1887	...	1st Mortgage ..	499,000	7	June & Dec.	New York.	1892	...
Chicago, Cin., Dub. and Milw.:							2d Mortgage, guar.	1,545,800	7	Jan. and July.	"	'82-'92	...
1st Mortgage ..	5,000,000	6	Jan. & July.	New York.	1920	...	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old ..	400,000	7	Feb. & Aug.	"	1884	...	1st Mortgage, 1850, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	...
Chicago, Det. and Ja. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	...
1st Mortgage ..	1,025,000	6	June & Dec.	London.	...	...	Equipment Bonds, reg. (do.) ..	187,000	10	March & Sept.	"	1888	...
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	"	1888	...
1st Mortgage, Sinking Fund ..	3,925,000	6	June & Dec.	New York.	1907	...	1st Mort. (Cin. & Indiana) ..	499,000	7	June & Dec.	"	1892	...
2d Mort., Income, (non-cum.) ..	714,329	7	December.	"	1907	...	2d Mort. (") guar.	1,545,800	7	Jan. & July.	"	'82-'92	...
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.) ..	1,120,000	7*	March & Sept.	"	1901	...
1st Mortgage, Sterling ..	6,000,000	6*	Jan. & July.	London.	1900	...	Chic., Laf. & Chi. (C., I., St. L. & C.):						
2d Mortgage Income ..	4,000,000	7	September.	New York.	1900	...	1st Mortgage, gold ..	1,120,000	7*	March & Sept.	New York.	1901	...
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage ..	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	...	1st Mortgage ..	1,500,000	7	Jan. and July.	New York.	1901	...
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st) ..	569,200	7	Jan. & July.	Boston.	1888	...	1st Mortgage guar. by C., H. & D.	500,000	7	Jan. and July.	New York.	1895	...
2d Mort. (now 2d) ..	211,500	7	Feb. & Aug.	New York.	1892	...	2d Mortgage ..	65,000	7	"	"	1889	...
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	...	1st Mortgage gold, guar.	1,300,000	7*	June and Dec.	New York.	1921	...
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000 ..	8,435,000	7	Jan. & July.	New York.	1905	...	1st Mortgage, gold ..	226,500	6*	Jan. and July.	New York.	1908	...
2d Mortgage ..	496,000	7	April & Oct.	"	1884	...	Cincinnati, Sandusky and Clev.:						
1st Mort. (La. Crosse Division).	6,000,000	7	Jan. & July.	"	1893	...	2d Mortgage ..	1,100,300	7	June and Dec.	New York.	1890	...
1st Mort. (Chic. and Mil. Div.) ..	2,500,000	7	"	"	1908	...	1st Mort. (San. Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	...
1st Mort. (Iowa & Dakota Ext.) ..	3,500,000	7	"	"	1908	...	1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1897	...
1st Mort. (Iowa and Minn. Div.) ..	3,310,000	7	"	"	1897	...	Cincinnati and Springfield:						
1st Mort. (Minnesota Central).	183,000	7	"	"	1894	...	1st Mort. (guar. by C. O. C. & L.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
1st Mort. (St. Paul Division).	4,000,000	7*	"	"	1902	...	2d Mortgage ..	651,000	7	Jan. and July.	"	1902	...
1st Mort. (Iowa and Dak. Div.) ..	577,000	7	Feb. & Aug.	"	1899	...	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.) ..	3,974,000	8	"	"	1898	...	1st Mortgage sinking fund ..	3,000,000	7	May & Nov.	New York.	1899	...
2d Mort. (") ..	1,318,000	7.3	Jan. & July.	"	1898	...	1st Mort. (C., O. and C. R. R.) ..	125,000	7	June and Dec.	"	'75-'94	...
1st Mort. (Hast. and Dak. Div.) ..	160,000	7	"	"	1902	...	1st Mort. (Bell. and Ind. R.R.) ..	408,000	7	Jan. & July.	"	1899	...
1st Mort. (Mil. and Western) ..	219,000	7	"	"	1891	...	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	...
1st Mort. (Southwestern Div													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Edg.	600,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1910	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,626,000	7*	June & Dec.	Boston.	....	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	" "	1883	....
1st Mortgage.....	1,003,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittsb.						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund.....	10,478,000	7	April & Oct.	New York.	1903	....	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	....	....	3d Mortgage.....	200,000	7	" "	" "	1890	....
Income convertible.....	8,995,000	7	" "	" "	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'98-'98	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	" "	....	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Chic. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'98-'90	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	....	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	" "	1883	....	2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
1st Mort. (Tol., Logansport & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Income (")	67,645	7	" "	" "	....	....	Endorsed Bonds (East T. & Va.)	92,000	6	Jan. and July.	" "	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....	Company Bonds (")	634,000	6	" "	" "	'80-'88	....
Union Trust Co. Certificate.....	1,600,000	7	" "	" "	....	....	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,393,430	4 1/2	" "	Boet. & Lond.	1906	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1890	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	" "	" "	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							El River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	118,000	7	F. M. A. & N.	....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,498,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	2882	....
1st Mortgage.....	500,000	7	" "	Concord, N.H.	1884	....	Erie-See N. Y., Lake E. & West						
Connecticut Central:							Erie and Pittsburgh (Penn. Co.):						
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	" "	1895	....	1st Mortgage.....	280,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	" "	1890	....
New Mortgage for \$1,500,000.....	1,409,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1898	....
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	....	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. Bangor City Bonds.....	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....	Evansville and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B. C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	'00-'04	....	1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	250,000	6	Jan. & July.	" "	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	....	1885	....	Evansville, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	808,500	6	March & Sept.	New York.	1891	....	2d Mortgage.....	325,000	6*	Jan. & July.	" "	1903	....
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	" "	1888	....	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1877.....	500,000	6	" "	" "	1897	....
2d Mortgage, sinking fund.....	102,500	8	" "	" "	1903	....	Bonds of 1879.....	500,000	6	" "	" "	1899	....
Plain bonds.....	51,800	6	" "	" "	1884	....	Flint and Pere Marquette:						
Danbury and Norwalk:							1st Mort. Land Gr. (3d series).....	1,722,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	Flint & Holly S. F. (\$25,000 r.y.)	300,500	10	May & Nov.	" "	1883	....
2d Mortgage.....	200,000	7	" "	" "	1892	....	1st Mort. (Bay C. & Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.....	100,000	6	" "	" "	1920	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Dayton and Michigan (C.H. & D.):							1st Mort. skg. ill. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
1st Mortgage sinking fund guar.	1,546,000	7	Jan. & July.	New York.	1881	....	Reorgan'n bds (redeem. at will).....	....	6	" "	" "	1910	....
2d Mortgage, guar.....	420,000	7	March & Sept.	" "	1887	....	Florida Central:						
3d Mortgage, guar.....	381,000	7	April & Oct.	" "	1888	....	1st Mortgage, gold coupon.....	309,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'84	....	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flushing and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	" "	....	1879	....	2d Mort. (")	400,000	7	" "	" "	1900	....
2d Mortgage.....	136,000	7	" "	....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Income Bonds.....	252,445	7	" "	....	1879	....	Fonda, Johnstone & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....	Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):							1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	2d Mortgage.....	800,000	8	" "	" "	1896	....
Delaware, Lackawanna & Western:							Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	....
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....	Framingham and Lowell:						
Convertible Bonds.....	800,000	7	June & Dec.	" "	1892	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	....
Consol. Mortgage Bonds.....	3,087,000	7	March & Sept.	" "	1907	....	Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....	1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1908	....
Denver Pacific (Union Pacific):							Fremon, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant.....	527,000	7*	May & Nov.	New York.	1899	....	1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:							Income Bonds.....	317,032	7	" "	" "	1886	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....	Galena & Ohio Union (C. & N.W.):						
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	" "	" "	1902	....	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	....	Galv., Harrisburg & San Antonio.						
Denver, South Park and Pacific:							1st Mortgage, gold, land grant.....	4,500,000	6*	Feb. & Aug.	New York.	1910	....
1st Mort., gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....	2d Mortgage.....	1,000,000	7	June and Dec.	Boet. or Lond.	1895	....
Des Moines and Ft. Dodge:							Galveston, Houston & Henderson:						
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
Detroit & Bay City (Mich. Cent.):							Geneva, Ithaca and Sayre:						
1st Mort. (\$424,000 guar.).....	2,380,000	8	May & Nov.	New York.	1902	....	1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. & July.	New York.	1890	....
Detroit, Grand Hav. & Milwaukee:							Georgia (and Banking):						
1st Mort. (guar. by G. W. of Can.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....	Company bonds (debentures).....	425,000	7	Jan. & July.	Augusta	'80-'90	....
2d Mort. (")	3,500,000	6	" "	" "	1918	....	Company bonds (debentures).....	1,156,000	6	" "	" "	'90-'97	....
D. Mar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Grand Rapids & Indiana:						
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....	1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York.	1899	....
2d Mort. (")	100,000	7	Jan. & July.	" "	1882	....	1st Mort. L. G. not guar. gold.....	3,013,000	7*	April & Oct.	" "	1899	....
3d Mort. (")	250,000	8	Feb. & Aug.	" "	1888	....	Income Mortgage bonds.....	997,000	7	March & Sept.	" "	1906	....
Detroit, Lansing and Northern:							Grand River Valley (Mich. C.):						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	....	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	....
1st Mort. (Iowa and Lansing).....	770,000	8	" "	" "	1889	....	Grand Rapids, Newago & L. S.:						
2d Mort. (")	81,000	8	May & Nov.	" "	1880	....	1st Mortgage.....	516,000	8	Jan. & July.	New York.	1891	....
Detroit, Mon. & Tol. (L. Sh. & M.S.):							2d Mortgage.....	200,000	7	June & Dec.	" "	1905	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	....	Great Western Railway of 1859:						
Dixon, Peoria and Hannibal:							1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1883	....
1st Mort., guar. by C., R. and Q.	516,500	8	Jan. & July.	New York.	1889	....	2d Mort., " "	2,500,000	7	May & Nov.	" "	1883	....
Dubuque and Sioux City:							Green Bay and Minnesota:						
1st Mortgage 1st div.....	290,000	7	Jan. & July.	New York.	1883	....	1st Mortgage.....	3,200,000	7*	Feb. & Aug.	New York.	1900	....
1st Mortgage 2d division.....	580,000	7	" "	" "	1894	....						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	...	1st Mortgage	335,000	7	.....	.....	.....	...
1st Mortgage not guaranteed	642,102	7	" " "	"	'81-'86	...	1st Mortgage	306,000	8	Jan. & July.	New York.	1882	...
Hannibal & Cent. Mo. (M. K. & T.)	753,000	7	May & Nov.	New York.	1890	...	1st Mortgage	800,000	7	Jan. & July.	New York.	1907	...
2d Mortgage	31,000	7	" " "	"	1892	...	1st Mortgage	455,000	6	Jan. & July.	Philadelphia.	1882	...
Hannibal & Naples (W. St. L. & P.)	500,000	7	June & Dec.	New York.	1909	...	2d Mortgage	300,000	6	April & Oct.	"	1900	...
1st Mortgage	1,500,000	6	Jan. & July.	New York.	1894	...	1st Mortgage	840,000	6	Jan. & July.	New York.	1888	...
Hannibal and St. Joseph:	1,500,000	6	" " "	"	'82-'87	...	1st Mortgage	100,000	8	Jan. & July.	New York.	1888	...
Missouri State Loan	4,000,000	8	Mar. & Sept.	"	1885	...	1st Mortgage	640,000	8	May & Nov.	New York.	1889	...
15 years' bonds	442,000	7	Jan. & July.	"	1883	...	2d Mortgage	70,000	8	" " "	"	1890	...
General Land Mortgage	433,000	8	Feb. & Aug.	"	1892	...	Kalamazoo & White Pigeon:	400,000	7	Jan. & July.	New York.	1890	...
1st Mort. (Quincy & Palmyra)	1,200,000	10	Jan. & July.	"	1892	...	1st Mortgage	1,200,000	10	Jan. & July.	New York.	1902	...
1st Mort. (Kansas City & Cam.)	700,000	6	Jan. & July.	Philadelphia.	1883	...	1st Mortgage	504,000	7	April & Oct.	New York.	1909	...
Harrisburg, Port. Mt. Joy & Lan.	507,300	7	Jan. & July.	Philadelphia.	1904	...	Kalamazoo & Schoolcraft:	600,000	8	Jan. & July.	New York.	1910	...
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	...	1st Mortgage	1,500,000	7	Jan. & July.	New York.	1910	...
Hartford and Connecticut Valley:	1,000,000	8	Jan. & July.	New York.	1901	...	Kalamazoo & Schoolcraft:	4,000,000	7	Jan. & July.	Boston.	1886	...
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	...	1st Mortgage	1,325,000	7	Jan. & July.	Boston.	1886	...
Holly, Wayne & Monroe (F. & P.M.)	200,000	6-7	April & Oct.	New Haven	'91-'98	...	Kalamazoo & Schoolcraft:	2,940,000	4-6	April & Oct.	Boston.	1886	...
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	...	1st Mortgage	845,000	7	Jan. & July.	"	1910	...
2d Mortgage	300,000	6	Jan. & July.	Brpt. & Boat.	1889	...	1st Mortgage	300,000	7	Jan. & July.	"	1910	...
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1888	...	Kalamazoo & Schoolcraft:	500,000	7	Jan. & July.	Boston & N. Y.	1886	...
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	...	1st Mortgage	4,495,522	7	" " "	"	1907	...
Houston, East and West Texas:	180,000	7*	May and Nov.	New York.	1898	...	Income Bonds	2,488,174	8	April & Oct.	Boston.	1607	...
1st Mortgage	6,282,000	7*	Jan. & July.	New York.	1891	...	Kalamazoo & Schoolcraft:	3,000,000	6*	May & Nov.	New York.	1908	...
Houston and Texas Central:	2,270,000	7*	" " "	"	1891	...	Kalamazoo & Schoolcraft:	854,000	7*	Jan. & July.	Boston.	1906	...
1st Mortgage	999,000	7*	" " "	"	1903	...	Income Bonds	200,000	...	...	...	...	...
1st Mortgage	2,500,000	7	May & Nov.	"	1887	...	Kalamazoo & Schoolcraft:	2,240,000	6*	Feb. & Aug.	New York.	1896	...
Consol. Mort., L. G. (M. & W. D.)	2,642,000	8	April & Oct.	"	1912	...	1st Mortgage	4,083,000	6*	June & Dec.	New York.	1896	...
Consol. Mort., L. G. (Waco & N.)	580,000	8	May & Nov.	"	1916	...	1st Mortgage	3,379,000	6*	May & Nov.	N. Y. L. & F.	1899	...
Huntingdon and Broad Top Mt.:	416,000	7*	April & Oct.	Philadelphia.	1890	...	1st Mortgage	1,460,000	7*	Jan. and July.	New York.	1886	...
1st Mortgage	387,500	7*	Feb. & Aug.	"	1896	...	2d Mortgage	350,000	7*	March & Sept.	New York.	1886	...
2d Mortgage	1,500,000	7	April & Oct.	"	1896	...	1st Mortgage	492,000	7	May & Nov.	"	1898	...
Illinois Central:	2,500,000	6*	April & Oct.	New York.	1890	...	2d Mortgage	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	...
Redemption bonds, currency	2,500,000	6*	" " "	"	1895	...	2d Mortgage	1,124,160	7	March & Sept.	New York.	1916	...
Sterling Bonds, \$200,000	1,000,000	5*	June and Dec.	"	1905	...	Kentucky Central:	792,000	7	March & Sept.	New York.	1883	...
Sterling Bonds, \$200,000	4,200,000	5*	April & Oct.	"	1903	...	2d Mortgage	233,000	7	June & Dec.	"	1886	...
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	...	Keokuk and Des Moines:	2,750,000	6	April & Oct.	New York.	1923	...
Six per cent Reg. Currency Bds	2,000,000	6	Feb. & Aug.	"	...	...	1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	...
Illinois Grand Trunk (C. B. & Q.)	890,500	8	April & Oct.	Boston.	1890	...	1st Mortgage	500,000	7	Jan. & July.	New York.	1906	...
1st Mortgage, guaranteed	4,175,000	7*	Jan. & July.	.....	1905	...	Lake Erie and Western:	1,815,000	6*	Feb. & Aug.	New York.	1919	...
Illinois Midland:	300,000	7	Feb. & Aug.	New York.	1882	...	Income Bonds	1,486,000	7	August	"	1899	...
1st Mortgage, gold	800,000	7	Jan. & July.	New York.	1900	...	1st Mortgage	327,000	6	Jan. & July.	"	...	...
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	"	1909	...	Income (Sandusky Ext.)	600,000	6*	May & Nov.	"	1919	...
2d Mortgage	1,500,000	3-6	Jan. & July.	"	1909	...	Income (Sandusky Extension)	2,500,000	6*	Annually.	"	1899	...
Income Bonds	1,500,000	6	" " "	"	1919	...	Income (La., Bl. & Muncie)	1,000,000	7	"	"	1899	...
Indianapolis, Decatur & Spring:	1,700,000	7	April & Oct.	New York.	1906	...	Lake Ontario Southern:	1,000,000	6*	April & Oct.	New York.	1910	...
1st Mortgage	2,609,900	7	Jan. & July.	"	1906	...	1st Mortgage	9,441,000	7	J. A. J. & O.	New York.	1900	...
Indianapolis and Madison:	397,000	7	May & Nov.	New York.	1881	...	Consol. Mort., S. F., Reg'd.	10,460,000	7	Jan. & July.	"	1900	...
1st Mortgage	2,000,000	7	Various.	New York.	1919	...	Consol. Mort., S. F., Coupon	2,706,000	7	June & Dec.	"	1908	...
Indianapolis and St. Louis:	906,000	7	April & Oct.	"	1900	...	Bonds of 1892 (Reg. & Coupon)	1,356,000	7	April & Oct.	"	1899	...
2d Mortgage	500,000	8	Jan. & July.	"	1881	...	Lake Shore Dividend Bonds	920,000	7	" " "	"	1892	...
Indianapolis & Vincennes:	1,700,000	7	Feb. & Aug.	New York.	1908	...	1st Mortgage	5,255,000	7	May & Nov.	"	1885	...
1st Mortgage	1,450,000	6	May & Nov.	"	1900	...	1st Mortgage	1,595,000	7	Jan. & July.	"	1885	...
International and Gt. Northern:	6,024,000	6*	May & Nov.	New York.	1919	...	2d Mortgage	819,000	7	April & Oct.	"	1886	...
1st Mortgage	4,724,000	6*	Mar. & Sept.	"	1899	...	Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	...
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	...	Mort. Bonds (" ")	300,000	7	March & Sept.	"	1886	...
Iowa Falls and Sioux City:	2,947,000	7	April & Oct.	New York.	1917	...	Mort. Bonds (" ")	2,834,000	7	April & Oct.	"	1898	...
1st Mortgage	1,350,000	8	April & Oct.	New York.	1900	...	1st M. (Det. Mt. Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	...
Iowa Midland (C. & N. W.):	3,810,000	7	Jan. & July.	New York.	1897	...	1st M. (Kalam. & White Pigeon)	400,000	8	Jan. & July.	"	1890	...
Iowa & Min. exota (C. M. & St. P.):	498,000	7	Jan. & July.	New York.	1907	...	1st M. (School. & Three Rivers)	100,000	8	" " "	"	1887	...
1st Mortgage	1,024,000	8	Jan. & July.	New York.	1888	...	1st M. (Kalam. & Schoolcraft)	340,000	8	" " "	"	1883	...
1st Mortgage	514,000	8	May & Nov.	"	1890	...	1st M. (Jamestown & Franklin)	397,000	7	" " "	"	var	...
1st Mortgage	1,943,000	8	March & Sept.	"	1891	...	2d M. (" ")	600,000	7	June & Dec.	"	1894	...
Ithaca, Auburn and Western:	498,000	7	Jan. & July.	New York.	1907	...	Lawrence (P. St. W. & Chl.):	336,000	7	Feb. & Aug.	New York.	1895	...
2d Mortgage	1,024,000	8	Jan. & July.	New York.	1888	...	1st Mortgage	479,000	7	April & Oct.	New York.	1889	...
Jackson, Lane & Sag. (Mich. Con.):	514,000	8	May & Nov.	"	1890	...	Leavenworth, Atch. & N. West'n:	600,000	7	June & Dec.	Philadelphia.	1907	...
Consolidated Mortgage	1,943,000	8	March & Sept.	"	1891	...	1st Mortgage	5,000,000	6	June & Dec.	Philadelphia.	1896	...
Jacksonville, Penac. and Mobile:	4,000,000	8	Jan. & July.	New York.	1900	...	2d Mortgage	6,000,000	7	March & Sept.	"	1910	...
1st Mortgage	397,000	7	Jan. & July.	New York.	1897	...	Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	...
2d Mortgage	500,000	7	June & Dec.	"	1894	...	Little Miami:	1,492,000	6	Jan. & July.	Cincinnati.	1888	...
Jefferson (Erie):	200,000	7	Jan. & July.	New York.	'87-'89	...	1st Mortgage	475,000	6	Various.	"	1894	...
1st Mortgage	2,000,000	7	" " "	"	1889	...	Street Connection Bonds	2,680,000	7	Jan. & July.	Boston.	1905	...
Jeffersonville, Madison & Indian:	2,382,000	7	April & Oct.	New York.	1908	...	1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1896	...
2d Mortgage	2,000,000	7	Jan. & July.	"	1910	...	1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1896	...
1st Mortgage	397,000	7	May & Nov.	"	1881	...	1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1896	...
Junction and Breakwater:	410,000	6	Jan. & July.	New York.	1890	...	1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1896	...
1st Mortgage	350,000	6	Feb. & Aug.	"	1890	...	1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1896	...
2d Mortgage	350,000	6	Feb. & Aug.	"	1890	...	1st Mortgage	1,260,000	7	Jan. & July.	Boston.	1896	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Little Schuylkill (Phila. & Rdg.):	\$ 468,000	7	April & Oct.	Philadelphia.	1892	.....	Milwaukee, Lake Sh. & Western:	\$ 750,000	7	June & Dec.	New York.	1896	.....
1st Mortgage, Skg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1892	.....	1st Mort. (Lake Shore Division)	572,000	7	March & Sept.	" "	1900	.....
Long Island:						.....	1st Mort. (North Rn. Division)	750,000	7	Feb. & Aug.	" "	1909	.....
1st Mortgage (Extension).....	175,000	6	May & Nov.	New York.	1890	.....	1st Mort. (Oshkosh Division)	200,000	7	" "	" "	1910	.....
1st Mortgage (Glen Cove Br.).....	150,000	6	" "	" "	1894	.....	1st Mort. (Wausau Division)	280,000	7	" "	" "	1899	.....
2d Mortgage.....	1,121,500	6	" "	" "	1895	.....	1st Mortgage (Equipment).....	179,000	9	June & Dec.	" "	1899	.....
1st Mortgage.....	986,772	7	Feb. & Aug.	" "	1908	.....	Mineral Point:						.....
Atlantic Ave. Improve. Certif.....	114,900	6	" "	" "	'81-'82	.....	1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	.....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	.....	Minneapolis & St. Louis:						.....
1st Mort. (Newtown & Finch.)	108,500	7	May & Nov.	" "	1891	.....	1st Mort. (Min. to Vermilion)	485,000	7	Jan. & July.	New York.	1907	.....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	.....	1st Mort. (Mormon J. to Al. Lea)	986,000	7	June & Dec.	" "	1927	.....
1st Mortgage.....	1,851,900	7	Feb. & Aug.	New York.	1900	.....	1st M. (Minn. to White B.L. guar.)	280,000	7	May & Nov.	" "	1907	.....
2d Mortgage.....	800,000	7	May & Nov.	" "	1910	.....	1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	" "	1909	.....
Louisville, Cincln. and Lexington:						.....	Mortgage (Southw. Ext.) gold...	12,000pm	7	" "	" "	1910	.....
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	.....	Minnesota Valley (O. & N.W.):						.....
1st Mortgage.....	2,900,000	7	" "	" "	1897	.....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	.....
New Mortgage for \$1,000,000...	761,700	7	April & Oct.	" "	1907	.....	Mississippi and Tennessee:						.....
Louisville and Nashville:						.....	1st Mortgage, Series A.....	976,000	8	April & Oct.	New York.	1902	.....
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1920	.....	2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	" "	1902	.....
Consol. Mort. S. F. for \$8,000,000	7,077,000	7	April & Oct.	" "	1898	.....	Missouri, Kansas and Texas:						.....
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	" "	1888	.....	1st Mort. (U. Pac. S. Br.) skg fund	2,814,000	6	Jan. & July.	New York.	1899	.....
1st Mort. (Lebanon Branch).....	68,000	6	" "	New York.	'80-'86	.....	1st Mort. (Tobco & Neshos) S.F.	349,000	7	June & Dec.	" "	1903	.....
1st Mort. (Memphis and Ohio).....	3,500,000	7	June & Dec.	London.	1901	.....	Consol. Land Grant, skg fd gold	14,752,000	6	Feb. & Aug.	" "	1911	.....
1st Mort. (Memph. & Clarkv. Br.)	2,277,770	6	Feb. & Aug.	" "	1902	.....	2d Mortgage, Income.....	7,671,583	6	April & Oct.	" "	1906	.....
1st Mort. (Cedilian Branch).....	1,000,000	7	March & Sept.	New York.	1907	.....	Brownville Br dge bonds, guar.	956,000	7	May & Nov.	" "	1906	.....
1st Mort. (N. Orleans & Mo.).....	5,000,000	6	Jan. & July.	" "	1890	.....	Consol. Mort. for \$45,000,000						.....
Mort. (Evans, Hend. & Nash.)	1,600,000	6	June & Dec.	" "	1919	.....	Missouri Pacific:						.....
Louisville Loan (no mortgage).....	850,000	6	Apr. and Oct.	" "	'86-'87	.....	1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	.....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	.....	2d Mortgage sinking fund.....	2,573,000	7	Jan. & July.	" "	1891	.....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	.....	3d Mortgage.....	4,500,000	7	May & Nov.	" "	.....	.....
Debeture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	.....	St. Louis County Debt	700,000	8	Monthly	St. Louis.	1885	.....
Trust Company Certificates.....	492,200	6	April & Oct.	" "	1884	.....	Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	.....
Louisville, New Albany & Chic.:						.....	1st Mort. (Carondelet Branch)...	250,000	6	April & Oct.	" "	1883	.....
1st Mortgage.....	3,000,000	6	" "	" "	.....	.....	Consol. Mortgage for \$39,000,000	409,000	.....	May & Nov.	" "	1920	.....
McKean and Buffalo:						.....	1s. Mort. (Missouri River R.R.)	479,000	.....	" "	" "	1889	.....
1st Mortgage.....	398,000	7	Jan. & July.	Buffalo.	1915	.....	1st Mort. (Leav. Atch. & N. W.)	670,000	7	April & Oct.	" "	1889	.....
Macon and Augusta:						.....	1st Mort. (St. L. and Lex.)	440,000	.....	" "	" "	.....	.....
1st Mortgage end. by Ga. R. R.:	300,000	7	Jan. & July.	New York.	1887	.....	1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	" "	1894	.....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	.....	1st M. (St. L. Kan. & Arizona).	1,200,000	.....	" "	" "	.....	.....
Madison & Portage (C. M. & St. P.):						.....	1st Mort. (Lexington & Southern)	1,050,000	.....	" "	" "	.....	.....
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	.....	Mobile and Girard:						.....
Merioning Coal:						.....	2d Mort., end. by Cent. R. R. of Ga.	100,000	8	Jan. & July.	New York.	1889	.....
1st Mortgage.....	1,430,000	7	Jan. & July.	New York.	1902	.....	3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	" "	1897	.....
Maine Central:						.....	Mobile and Ohio:						.....
Consolidated 1st Mortgage.....	3,903,700	7	April & Oct.	Boston.	1912	.....	1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	.....
\$1,100,000 Loan, tax free.....	756,800	7	Jan. & July.	" "	1893	.....	First Preferred Debentures....	5,300,000	7	As declared on or before Feb'y 1, out of net earnings preceding fiscal yr. non-acc.	New York.	.....	.....
Extension (gold) Loan.....	496,500	6	April & Oct.	" "	1900	.....	Second Preferred Debentures..	1,850,000	7	" "	" "	.....	.....
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Monthly.	" "	'90-'91	.....	Third Preferred Debentures...	600,000	7	" "	" "	.....	.....
1st Mortgage (Portland & Ken.)	217,800	6	April & Oct.	Portl n	1883	.....	Fourth Preferred Debentures..	900,000	7	" "	" "	.....	.....
Consol. Loan (Port. & Kennebec)	1,163,700	6	Jan. & July.	Boston.	1895	.....	Cairo Extension.....	600,000	6	Jan. & July.	" "	1892	.....
1st Mort. (Leeds & Farington).	633,000	6	Jan. & July.	" "	1901	.....	Morris and Essex (D. L. & W.):						.....
Bath (Androscoggin) Loan.....	425,000	6	J. A. J. & O	" "	1891	.....	1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	.....
Manhattan Beach:						.....	2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	" "	1891	.....
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	.....	Convertible bonds.....	284,000	7	Jan. & July.	" "	1900	.....
2d M., conv.....	800,000	.....	" "	" "	.....	.....	Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	.....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	.....	Special Mortgage.....	1,025,000	7	June & Dec.	" "	1915	.....
Marietta and Cincinnati:						.....	Consol. mort. for \$25,000,000 guar	6,060,000	7	" "	" "	.....	.....
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	.....	Vashua and Lowell:						.....
2d Mortgage Dollar.....	2,450,000	7	May & Nov.	Baltimore.	1891	.....	Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	.....
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	" "	1890	.....	Nashville, Chattanooga & St. Louis:						.....
4th Mortgage.....	4,000,000	8	April & Oct.	" "	1903	.....	1st Mort., endorsed by Tenn.....	893,000	6	Jan. & July.	New York.	'81-'83	.....
1st Mort. (Scioto & Hock. Val.)	800,000	7	May & Nov.	" "	1895	.....	2d Mort. (Hela by U. S. Gov.)...	1,000,000	4	June and Dec.	" "	'81-'91	.....
1st Mort. (Balt. Short Line) guar.	760,000	7	June & Dec.	" "	1904	.....	New Mortgage for \$8,800,000...	4,902,000	6	Jan. & July.	" "	1913	.....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	" "	1900	.....	1st M. (Mc V. & M. & W. & A. R. R.)	320,000	6	" "	" "	1918	.....
Marguerite, Houghton & Ontonagon:						.....	1st Mort. (T. nn & Pacific K. R)	300,000	6	" "	" "	1918	.....
1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jun. & Dec.	Boston.	1892	.....	1st Mort. (Ja-pier Br. Extension)	90,000	8	" "	" "	1906	.....
1st Mortgage.....	2,482,200	6	March & Sept.	" "	1908	.....	Nashville and Decatur (L. & Nash.):						.....
Massachusetts Valley (O. & P. R.):						.....	1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	.....
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1890	.....	2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	.....
Massachusetts Central:						.....	Natchez, Jackson and Columbus:						.....
1st Mortgage for \$3,500,000.....	1,800,000	6	Jan. & July.	Bost. & N. Y.	1900	.....	1st Mortgage, gold.....	600,000	7	April & Oct.	New York.	1910	.....
Memphis and Charleston:						.....	Nevada Central:						.....
1st Mortgage, extended.....	1,234,000	7	Jan. & July.	New York.	1915	.....	1st Mortgage, gold.....	720,000	6	April & Oct.	New York.	1904	.....
2d Mortgage.....	1,000,000	7	" "	" "	1885	.....	Newark, Somerset & Straitsville:						.....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	.....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	.....
Consolidated Mortgage.....	551,000	7	" "	" "	1916	.....	Newburg, Dutchess and Conn.:						.....
Memphis and Little Rock:						.....	Income Bonds.....	1,164,800	.....	" "	" "	.....	.....
1st Mortgage.....	250,000	8	May & Nov.	New York.	'81-'83	.....	Newburg and New York:						.....
General Mortgage, Land Grant.	2,800,000	4	January.	" "	1907	.....	1st Mortgage.....	250,000	7	" "	New York.	.....	.....
Metropolitan Elevated:						.....	New Haven and Derby:						.....
1st Mortgage.....	3,500,000	6	Jan. & July.	New York.	1908	.....	1st Mortgage.....	300, 80	7	May & Nov.	New Haven.	1883	.....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	.....	3d Mort. guar. by New Haven..	225,000	7	Various.	New Haven.	r	.....
Mexican Central:						.....	New Haven and Northampton:						.....
1st Mortgage.....	11,430,000	7	" "	" "	.....	.....	1st Mortgage.....	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	.....
Income Bonds conv. non-cum.....	2,004,000	3	" "	" "	.....	.....	Convertible bonds, tax free.....	100,000	6	April & Oct.	" "	1882	.....
Mexican National:						.....	Holyoke and Westfield bonds...	260,000	6-7	" "	" "	'91-'98	.....
1st Mortgage, gold.....	7,500,000	6	" "	" "	1911	.....	Consol. Sinking Fund Bonds...	1, 00,000	6	" "	" "	1909	.....
Michigan Air Line (Mich. Cent.):						.....	New Jersey and New York:						.....
1st Mort. (South Bond Div.) Jassum	200,000	8	May & Nov.	New York.	1890	.....	1st Mortgage, 1880.....	275,900	6	May & Nov.	Jersey City.	1910	.....
Michigan Central:						.....	New Jersey Southern:						.....
1st Mortgage, convertible.....	437,000	8	April & Oct.	New York.	1882	.....	1st M. (int. guar. by N.Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	.....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	.....	1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	.....
Consol. Mortgage for \$13,000,000	5,000,000	7	May & Nov.	" "	1902	.....	New London Northern:						.....
1st Mort. (Mich. Air Line) Jassu'd	1,900,000	8	Jan. & July.	" "	1890	.....	1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	.....
Equipment Bonds for \$100,000...	554,000	8	Apr. and Oct.	" "	1883	.....	2d Mortgage.....	387,500	7	June and Dec.	" "	1892	.....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	.....	Consol. Mortgage for \$1,500,000.	512,000	5	Jan. & July.	" "	1910	.....
Mich. So. and North's Indiana:						.....	1st Mortgage, gold, 1880.....	5,000,000	6	Jan. & July.	New York.	1903	.....
1st Mort. assum'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885	.....	2d Mortgage, debenture, 1880 ..	3,000,000	5	May & Nov.	" "	1880	.....
1st Mortgage tax free.....	400,000	7	May and Nov.	New York.	1886	.....	New Orleans Pacific:						.....
Midland of New Jersey:						.....	1st Mortgage, 1880.....	4,000,000	6	Jan. & July.	N.Y. & Phila.	1920	.....
1st Mortgage.....	2,800,000	6-8	April & Oct.	New York.	1910
Income Bonds, Class A and B.....	4,700,000	6	" "	" "	1890

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$					
1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for B. & N. F. stk (")	74,600	6	"	"	1883	....	Ohio and West Virginia:						
Bonds for R. E. Stocks (")	592,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,534,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate (")	162,000	6	"	"	1883	....	Old Colony:						
Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	1885	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) S. F.	1,423,200	7	"	"	1885	....	Plain Bonds	32,000	5	"	"	1884	....
1st Mort., comp. } for \$30,000,000	18,725,000	7	Jan. & July.	"	1903	....	Plain Bonds	1,692,000	7	"	"	1894	....
1st Mort., reg'd }	9,733,333	6*	"	"	1903	....	Plain Bonds	590,500	7	Various	"	1881	....
1st Mort. Sterling for £2,000,000				London.	1903	....	Plain Bonds	500,000	6	June & Dec.	"	1895	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):						
New York Elevated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1892	....
1st Mortgage \$ or £	3,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:						
2d Mortgage, Income	1,800,000	7	March & Sept.	"	....	....	1st Mortgage, gold.....	10,960,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000 ...	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1891.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	300,000	7	March & Sept.	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold...	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,160,000	6	March & Sept.	"	1919	....	Income Mortgage	203,000	7	Feb. & Aug.	"	1891	....
3d Mortgage	4,862,000	7	"	"	1888	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1900-98	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar...	338,000	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol Mortgage, gold...	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol M. Fund. Coup. Bds	3,999,226	7*	"	"	1920	....	1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold...	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income	1,141,000	7	April	"	1897	....
New 2d do. funded coupons....	8,697,400	6*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	808,008	6*	"	"	1917	....	1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880....	859,200	7	"	....	....	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., etc. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie):						
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	....	....	....
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1880....	35,000,000	7*	Jan. & July.	"	1906	....	General Mortgage	19,999,700	6	Jan. & July.	Phil. or Lond.	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered..	22,201,540	6	April & Oct.	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	6*	"	"	1915	....	Consolidated Mortgage, 1873...	6,000,000	6	M. J. S. & D.	"	1906	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879...	4,091,675	6	June & Dec.	"	1909	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	London.	1903	....	State lien for \$1,500,000, skg fd.	3,000,000	6*	April & Oct.	Philadelphia	1911-90	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	....	....	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds	3,200,000	6	T. A. J. & O.	"	1907	....
Norfolk & Petersb.—See Atl. & O.							Bonds gold, guaranteed, 1887...	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed	1,500,000	7	"	"	1906	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. L. & P.):						
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	....	Peoria Decatur and Evansville:						
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880....	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	858,000	6	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. U.):							Income Bonds (do.) non-cum....	750,000	6	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:						
2d Mortgage	234,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage	2,435,000	6	"	"	1907	....	Perkiomen (Phila. and Rdg.):						
Northern Central (Mich.):							1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage	1,625,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar...	1,125,000	6*	June & Dec.	"	1913	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1888	....	Petersburg:						
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (installments) ..	503,000	8	Jan. & July.	New York.	1900-98	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	1902	....
Mortgage registered	206,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:						
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	6	"	"	1926	....	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	....	2d Mortgage	400,000	7	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1885	....	1st Mort. (Sunbury & Erie)....	976,000	7	April & Oct.	Philadelphia.	1897	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	6,000,000	6*	Jan. & July.	Phil. or Lond.	1911	....
Northern Pacific:							2d Mortgage	3,000,000	7	"	Philadelphia.	1888	....
1st Mort., l. g., Mo. Div.....	2,383,896	6	"	New York.	....	....	General Mort. for \$20,000,000..	6,880,000	6*	"	Phil. or Lond.	1920	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	"	1919	....	Philadelphia and Reading:						
Consol. Mort., l. g., gold, 1880....	20,000,000	6*	Jan. & July.	"	1921	....	Receiver's Certificates, 1880 ..	1,800,000	4-6	"	Philadelphia.	....	....
Northwestern Virginia:							Loan of 1908, debentures.....	1,185,300	6	Jan. & July.	"	1893	....
2d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	188								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st M., guar. by Phila. & Rdg.	700,000	8	April & Oct.	Philadelphia.	1897	....	1st Mortgage sfg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt:							1st Mortgage sfg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible	240,500	8	Jan. and July.	Phila. & Bost.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	1880	....
Loan of 1880	1,000,000	6	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Cin. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	450,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Brh)	2,500,000	7	June & Dec.	New York	1896	....
Consol. Mortgage for \$100,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turtis Creek Div.)	328,000	6	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, Ft. Wayne & Chicago:							1st Mortgage (North Missouri)	4,000,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,928,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,388,500	7	April & Oct.	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Omaha Div.) gold	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,300	6	Jan. & July.	New York.	1888	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	416,305	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & C. for \$5,200,000	5,064,322	8	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1896	....
2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	....	Land Debitments	300,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	....	....
2d Mortgage (Series M)	860,000	7	Jan. & July.	"	1887	....	St. Louis, Vandalia & Terre Haute:						
3d Mortgage	2,000,000	7	March & Sept.	"	1884	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Construction Bonds	100,000	7	"	"	1887	....	2d Mortgage, (A.) guaranteed.	1,600,000	7	May & Nov.	"	1895	....
Equipment bonds—renewed	1,000,000	8	"	"	1884	....	2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
Pittsburg and Lake Erie:							St. Paul, Minn. and Manitoba:						
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to Watab.)	366,000	7	Jan. & July.	"	1892	....
1st Mortgage	1,683,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. L. G. sinking fund	7,459,303	7	"	N. Y. & Lond.	1909	....
Portland & Ogdensburg:							2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	1st M. Dakota Ext. for \$6,000,000	2,350,000	6	May & Nov.	New York.	1910	....
New Mort. gold, for \$3,300,000	2,388,000	6	May and Nov.	"	1901	....	Sand., Mansfield & Newark (B. & O.)						
Portland and Rochester:							1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mort. (Portland Loan) sfg f.d.	700,000	6	Jan. & July.	Boston.	1887	....	Savannah, Florida and Western:						
1st Mortgage (equal loan)	380,000	7	April & Oct.	"	1887	....	1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	....	1897	....
2d Mort. (Portland Loan) S. F.	460,000	6	Various.	"	1891	....	Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
Port Royal and Augusta:							1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	"	1888	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	2d Mort. (")	200,000	7	"	"	1889	....
Income bonds	1,600,000	6	"	"	1899	....	Savannah, Griffin & North Ala.:						
Portsmouth, Ft. Falls & Conway:							1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	Schenectady and Duanebury:						
Providence and Springfield:							1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Worcester:							Scioto Valley:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Raleigh and Gaston:							2d Mortgage S. F.	290,000	7	April & Oct.	"	1894	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'th.	1898	....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & R.):							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mort. Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:						
2d Mort. Coupon, guaranteed.	850,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	.....	....	1909	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	2d Mortgage, Income	1,400,000	....	.....	.....	....	....
Rensselaer and Saratoga:							Shenango and Allegheny:						
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage, gold	800,000	7	.....	.....	....	....	1st Mortgage, 18-0	200,000	4	March & Sept.	New Haven.	1910	....
Richmond and Allegheny:							St. Louis and Pacific:						
1st Mortgage, gold, 1880	5,000,000	7	.....	.....	....	....	1st Mort. (Dakota Southern)	500,000	7	Feb. & Aug.	New York.	1894	....
Richmond and Danville:							1st M. (St. Louis City & Pembina)	300,000	7	June & Dec.	"	1908	....
Virginia State Loan, sfg. f.d.	508,000	6	Jan. & July.	Richmond.	1899	....	2d Mortgage	1,628,000	6	Jan. & July.	New York.	1898	....
Virginia State bonds, guar.	109,400	8	"	"	1875	....	2d Mortgage (Gov. Subsid.)	1,628,020	6	"	U.S. Treasury	1898	....
1st Mort. (Feldmont branch)	600,000	8	"	"	1888	....	Someset:						
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	1878-90	....	1st Mortgage, gold	450,000	7	Jan. & July.	.....	1891	....
Consolidated Mortgage	1,766,800	6	May and Nov.	New York.	1904	....	South Carolina:						
Gen'l Mort. gold for \$5,000,000	1,728,000	6	April & Oct.	New York.	1904	....	1st Mortgage Sterling	1,482,687	5	Jan. & July.	London.	1878-88	....
R. ch., Fredericksburg & Potomac:							1st Mortgage (L.) currency	1,051,506	6	"	New York.	1878-88	....
Sterling Loan	87,277	6	Jan. & July.	London.	1885-95	....	2d Mort. for \$3,000,000	1,028,500	7	April & Oct.	"	1902	....
Dollar Loan	177,516	6	Various.	Richmond.	1880-90	....	Domestic (I) Bonds	1,967,500	7	"	Charleston.	1891	....
Dollar Loan, coupon	480,000	8	Jan. & July.	Philadelphia.	1881-94	....	Domestic (K) Bonds	68,500	6	Jan. & July.	New York.	1890-92	....
Richmond and Petersburg:							South and North Alabama:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	1871-86	....	1st Mort., endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	....
N. W. Mortgage of 1875	50,000	7	May and Nov.	"	1915	....	Sterling Mort., guar. by L. & N.	5,076,040	6	May & Nov.	London.	1903	....
Rochester and State Line:							Southern Central (N. Y.):						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	....	1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
Rock Island and Pacific:							2d Mortgage	600,000	7	March & Sept.	"	1882	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage, Interest Bonds	876,050	7	Feb. & Aug.	"	1887	....
Rome, Watertown & Ogdensburg:							2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1887	....
1st Mortgage (W. & R.) Sfg f.d.	422,500	7	March & Sept.	New York.	1910	....	Southern Iowa and Cedar Rapids:						
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	....	1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900	....
General Mort. S. F.													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Ft. Lookout (B. & O.):						
Syracuse, Bing. & N.Y. (D.L. & W.):							1st Mortgage, gold.....	640,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Wash'ton City, Va. Mid. & Gt. So.:						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas).....	1,650,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.:							2d Mort. (").....	833,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (").....	1,197,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. (").....	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (").....	700,000	8	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1903	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynchb. & Danv.).....	1,310,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.).....	872,249	6	Various.	"	1893-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	284,000	7*	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,619,000	6*	June & Dec.	"	1905	....	Western of Alabama:						
Income and Land Grant.....	7,170,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold (Rio Grande Div.).....	6,000,000	6*	Feb. & Aug.	"	1930	....	1st Mortgage (M. & W. Point R.R.).....	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,168,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6*	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	1875-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6*	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort. Income (non-cum) 1880.....	2,250,000	6	.....	.....	1910	....	2d Mort. (").....	300,000	6	"	"	1895	....
Troy and Boston:							2d Mort. endor. by Wash. Co.	800,000	6	"	"	1896	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1886	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	2d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	620,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,842,600	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6*	Jan. & July.	N. Y. & Bos.	1906-'09	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,399,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,226,612	6	Jan. & July.	U.S. Treasury.	1906-'09	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8	Apr. & Oct.	London.	1890	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,612,000	6	Jan. & July.	New York.	1903	....	1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific).....	627,000	7*	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	"	U.S. Treasury.	1906-7-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7*	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Co.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compa's).....	5,600,000	6*	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$369,200 (U. Co's).....	1,846,000	6*	"	London.	1894	....	1st Mortgage.....	1,600,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$280,000 (").....	1,800,000	6*	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (").....	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6*	Jan. and July.	London.	1881	....
Loan of 1885 (United Compa's).....	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7*	May and Nov.	"	1886	....
Loan of 1903 (").....	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7*	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y).....	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1889 (").....	836,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold.....	8,168,000	7*	Jan. and July.	Boston.	1901	....
Mortg. Loan (").....	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.).....	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....	Plain Bonds.....	275,000	5	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6*	Jan. & July.	New York.	1890	....	Plain Bonds.....	490,000	8	Feb. and Aug.	"	1896	....
Utah Northern:							CANAL BONDS:						
1st Mortgage.....	3,883,000	7	Jan. & July.	New York.	1908	....	Albany and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1909	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,953,000.....	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1899	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merriamtown).....	600,000	7	"	"	....	....	1st Mort. 1st series, July 1, 1899.....	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & Theresa).....	200,000	7	"	"	....	....	reg. 1st series, Jan. 1, 1871.....	6,481,000	7	Apr. and Oct.	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.).....	6,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,600,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	60,000	8	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6*	March & Sept.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	6,381,840	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold.....	4,663,000	6*	June & Dec.	"	1897	....
Convertible bonds.....	150,000	7	"	"	1885	....	Consolidated Mortgage.....	2,464,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris and Banking:						
General 2d series (blue).....	850,000	7	"	"	1890	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1885	....
4th series (not end.).....	1,180,000	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.....	103,164	7	Feb. and Aug.	"	1889	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000.....	8,000,000												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See article (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.															Value of Shares.	
Operations.															Market.	
Earnings.															Par.	
Net.															Dividends.	
Gross.															Freight.	
Transported.															Passengers.	
Trains Moved.															Railroad Operated.	
Accounts and Cash.															Stocks.	
Bonds.															Accounts.	
Surplus Income.															Freight.	
Gross.															Net.	
Dividends.															Market.	
Par.															p.c.	
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Value of Shares.</																

June 27, 1890	248.0	267.5	276.1	285.0	294.0	303.0	312.0	321.0	330.0	339.0	348.0	357.0	366.0	375.0	384.0	393.0	402.0	411.0	420.0	429.0	438.0	447.0	456.0	465.0	474.0	483.0	492.0	501.0	510.0	519.0	528.0	537.0	546.0	555.0	564.0	573.0	582.0	591.0	600.0	609.0	618.0	627.0	636.0	645.0	654.0	663.0	672.0	681.0	690.0	699.0	708.0	717.0	726.0	735.0	744.0	753.0	762.0	771.0	780.0	789.0	798.0	807.0	816.0	825.0	834.0	843.0	852.0	861.0	870.0	879.0	888.0	897.0	906.0	915.0	924.0	933.0	942.0	951.0	960.0	969.0	978.0	987.0	996.0	1005.0	1014.0	1023.0	1032.0	1041.0	1050.0	1059.0	1068.0	1077.0	1086.0	1095.0	1104.0	1113.0	1122.0	1131.0	1140.0	1149.0	1158.0	1167.0	1176.0	1185.0	1194.0	1203.0	1212.0	1221.0	1230.0	1239.0	1248.0	1257.0	1266.0	1275.0	1284.0	1293.0	1302.0	1311.0	1320.0	1329.0	1338.0	1347.0	1356.0	1365.0	1374.0	1383.0	1392.0	1401.0	1410.0	1419.0	1428.0	1437.0	1446.0	1455.0	1464.0	1473.0	1482.0	1491.0	1500.0	1509.0	1518.0	1527.0	1536.0	1545.0	1554.0	1563.0	1572.0	1581.0	1590.0	1599.0	1608.0	1617.0	1626.0	1635.0	1644.0	1653.0	1662.0	1671.0	1680.0	1689.0	1698.0	1707.0	1716.0	1725.0	1734.0	1743.0	1752.0	1761.0	1770.0	1779.0	1788.0	1797.0	1806.0	1815.0	1824.0	1833.0	1842.0	1851.0	1860.0	1869.0	1878.0	1887.0	1896.0	1905.0	1914.0	1923.0	1932.0	1941.0	1950.0	1959.0	1968.0	1977.0	1986.0	1995.0	2004.0	2013.0	2022.0	2031.0	2040.0	2049.0	2058.0	2067.0	2076.0	2085.0	2094.0	2103.0	2112.0	2121.0	2130.0	2139.0	2148.0	2157.0	2166.0	2175.0	2184.0	2193.0	2202.0	2211.0	2220.0	2229.0	2238.0	2247.0	2256.0	2265.0	2274.0	2283.0	2292.0	2301.0	2310.0	2319.0	2328.0	2337.0	2346.0	2355.0	2364.0	2373.0	2382.0	2391.0	2400.0	2409.0	2418.0	2427.0	2436.0	2445.0	2454.0	2463.0	2472.0	2481.0	2490.0	2500.0	2509.0	2518.0	2527.0	2536.0	2545.0	2554.0	2563.0	2572.0	2581.0	2590.0	2600.0	2609.0	2618.0	2627.0	2636.0	2645.0	2654.0	2663.0	2672.0	2681.0	2690.0	2700.0	2709.0	2718.0	2727.0	2736.0	2745.0	2754.0	2763.0	2772.0	2781.0	2790.0	2800.0	2809.0	2818.0	2827.0	2836.0	2845.0	2854.0	2863.0	2872.0	2881.0	2890.0	2900.0	2909.0	2918.0	2927.0	2936.0	2945.0	2954.0	2963.0	2972.0	2981.0	2990.0	3000.0	3009.0	3018.0	3027.0	3036.0	3045.0	3054.0	3063.0	3072.0	3081.0	3090.0	3100.0	3109.0	3118.0	3127.0	3136.0	3145.0	3154.0	3163.0	3172.0	3181.0	3190.0	3200.0	3209.0	3218.0	3227.0	3236.0	3245.0	3254.0	3263.0	3272.0	3281.0	3290.0	3300.0	3309.0	3318.0	3327.0	3336.0	3345.0	3354.0	3363.0	3372.0	3381.0	3390.0	3400.0	3409.0	3418.0	3427.0	3436.0	3445.0	3454.0	3463.0	3472.0	3481.0	3490.0	3500.0	3509.0	3518.0	3527.0	3536.0	3545.0	3554.0	3563.0	3572.0	3581.0	3590.0	3600.0	3609.0	3618.0	3627.0	3636.0	3645.0	3654.0	3663.0	3672.0	3681.0	3690.0	3700.0	3709.0	3718.0	3727.0	3736.0	3745.0	3754.0	3763.0	3772.0	3781.0	3790.0	3800.0	3809.0	3818.0	3827.0	3836.0	3845.0	3854.0	3863.0	3872.0	3881.0	3890.0	3900.0	3909.0	3918.0	3927.0	3936.0	3945.0	3954.0	3963.0	3972.0	3981.0	3990.0	4000.0	4009.0	4018.0	4027.0	4036.0	4045.0	4054.0	4063.0	4072.0	4081.0	4090.0	4100.0	4109.0	4118.0	4127.0	4136.0	4145.0	4154.0	4163.0	4172.0	4181.0	4190.0	4200.0	4209.0	4218.0	4227.0	4236.0	4245.0	4254.0	4263.0	4272.0	4281.0	4290.0	4300.0	4309.0	4318.0	4327.0	4336.0	4345.0	4354.0	4363.0	4372.0	4381.0	4390.0	4400.0	4409.0	4418.0	4427.0	4436.0	4445.0	4454.0	4463.0	4472.0	4481.0	4490.0	4500.0	4509.0	4518.0	4527.0	4536.0	4545.0	4554.0	4563.0	4572.0	4581.0	4590.0	4600.0	4609.0	4618.0	4627.0	4636.0	4645.0	4654.0	4663.0	4672.0	4681.0	4690.0	4700.0	4709.0	4718.0	4727.0	4736.0	4745.0	4754.0	4763.0	4772.0	4781.0	4790.0	4800.0	4809.0	4818.0	4827.0	4836.0	4845.0	4854.0	4863.0	4872.0	4881.0	4890.0	4900.0	4909.0	4918.0	4927.0	4936.0	4945.0	4954.0	4963.0	4972.0	4981.0	4990.0	5000.0	5009.0	5018.0	5027.0	5036.0	5045.0	5054.0	5063.0	5072.0	5081.0	5090.0	5100.0	5109.0	5118.0	5127.0	5136.0	5145.0	5154.0	5163.0	5172.0	5181.0	5190.0	5200.0	5209.0	5218.0	5227.0	5236.0	5245.0	5254.0	5263.0	5272.0	5281.0	5290.0	5300.0	5309.0	5318.0	5327.0	5336.0	5345.0	5354.0	5363.0	5372.0	5381.0	5390.0	5400.0	5409.0	5418.0	5427.0	5436.0	5445.0	5454.0	5463.0	5472.0	5481.0	5490.0	5500.0	5509.0	5518.0	5527.0	5536.0	5545.0	5554.0	5563.0	5572.0	5581.0	5590.0	5600.0	5609.0	5618.0	5627.0	5636.0	5645.0	5654.0	5663.0	5672.0	5681.0	5690.0	5700.0	5709.0	5718.0	5727.0	5736.0	5745.0	5754.0	5763.0	5772.0	5781.0	5790.0	5800.0	5809.0	5818.0	5827.0	5836.0	5845.0	5854.0	5863.0	5872.0	5881.0	5890.0	5900.0	5909.0	5918.0	5927.0	5936.0	5945.0	5954.0	5963.0	5972.0	5981.0	5990.0	6000.0	6009.0	6018.0	6027.0	6036.0	6045.0	6054.0	6063.0	6072.0	6081.0	6090.0	6100.0	6109.0	6118.0	6127.0	6136.0	6145.0	6154.0	6163.0	6172.0	6181.0	6190.0	6200.0	6209.0	6218.0	6227.0	6236.0	6245.0	6254.0	6263.0	6272.0	6281.0	6290.0	6300.0	6309.0	6318.0	6327.0	6336.0	6345.0	6354.0	6363.0	6372.0	6381.0	6390.0	6400.0	6409.0	6418.0	6427.0	6436.0	6445.0	6454.0	6463.0	6472.0	6481.0	6490.0	6500.0	6509.0	6518.0	6527.0	6536.0	6545.0	6554.0	6563.0	6572.0	6581.0	6590.0	6600.0	6609.0	6618.0	6627.0	6636.0	6645.0	6654.0	6663.0	6672.0	6681.0	6690.0	6700.0	6709.0	6718.0	6727.0	6736.0	6745.0	6754.0	6763.0	6772.0	678
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RAILROAD SHARE LIST, INCLUDING RAILROADS OF THE

An asterisk * occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

State-aid Railroads are distinguished by a "S," and Great Railroads are printed in "Italics."

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," in the cost of the rolling stock of the railroad. A dash (-) indicates that the cost thereof is included, in that headed "Rolling Stock," in the cost of the rolling stock of the railroad. State-aid Railroads are distinguished by a 14 15

[illegible]

Nov 20, 1876	102.9	228.6	712.4	5.5	478.426	76,004	Philadelphia & Reading	30,515,089	9,385,442	67,367,246	16,097,339	34,278,175	77,924,761	11,453,378	945,908	528.0	1,638,725	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1880	96.8	18.8	146.0	-8.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1879	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1878	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1877	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1876	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1875	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1874	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1873	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1872	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1871	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1870	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1869	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1868	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1867	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1866	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1865	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1864	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1863	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1862	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1861	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1860	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1859	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1858	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1857	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1856	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1855	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1854	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1853	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1852	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1851	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1850	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1849	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1848	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1847	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1846	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1845	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1844	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1843	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1842	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1841	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1840	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1839	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773	854,968	1,687,760	3,740,400	643,978	643,978	643,978	312.1	1,874,822	7,008,048	12,325,566	15,104,359	4,119,011	60
Dec 31, 1838	98.8	8.1	118.4	-4.6	78,180	60,112	Phila, Wilm. & Baltimore	15,215,000	8,076,773</													

The transfer of the franchise and other property of the New York, Housatonic and Northern Railroad Company from J. H. Clapp, referee, and David S. Dutcombe and E. T. Mead, trustees of the bondholders, to John F. Whiting was recorded in the Register's office on the 7th inst. The road was sold under foreclosure for \$110,000 in April, 1880. The transfer of the same property by John F. Whiting to William F. Van Pelt, for \$150,258, was also recorded on the same day.

Statement of the Public Debt of the United States, June 1, 1881.

DEBT BEARING INTEREST.	Amount	
	Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon), 1881.....	\$688,200 00	\$17,205 00
6 per cent. 1881 bonds, 1881.....	140,614,660 00	2,513,616 75
6 per cent. 1881 bonds, 1883.....	55,145,750 00	1,878,643 75
6 per cent. funded loan of 1881.....	439,841,350 00	1,832,672 29
4 per cent. funded loan of 1891.....	250,000,000 00	2,812,500 00
4 per cent. funded loan of 1907.....	738,652,950 00	4,924,353 00
Refunding Certificates.....	694,850 00	4,682 33
3 per cent. navy pension fund, 1882.....	14,000,000 00	115,000 00

Aggregate of debt bearing interest.....\$1,639,567,750 00 \$14,658,022 62
Interest due and unpaid.....2,451,043 66

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837.....	\$57,665 00	\$64,174 81
6 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	32 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 00
6 per cent. Texas indemnity bonds, 1850.....	20,000 00	2,945 00
6 per cent. bonds, of 1859.....	8,000 00	600 00
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called June, 1864.....	278,350 00	\$69 42
6 per cent. 5-20 bonds, called June, 1864.....	64,850 00	287 43
6 per cent. 5-20 bonds, called 1865.....	77,250 00	83,931 60
6 per cent. 10-40 bonds, called 1864.....	832,750 00	215,503 71
6 per cent. Consol. bonds, called, 1865.....	477,150 00	9,659 23
6 per cent. Consol. bonds, called, 1867.....	1,450,150 00	215,278 72
6 per cent. Consol. bonds, called, 1868.....	423,900 00	23,340 14
6 per cent. loan, 1861, matured Dec. 31, 1880.....	493,000 00	7,284 00
6 per cent. funded loan, 1881 called.....	5,741,150 00	97,712 00
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
2 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	864 50
7-8-10 per cent. 3 years' treasury notes, 1861.....	14,300 00	1,104 43
5 per cent. 1 year notes, 1863.....	44,585 00	2,241 35
5 per cent. 3 years notes, 1863.....	85,450 00	1,807 99
6 per cent. compound interest notes, 1863-64.....	231,040 00	47,089 39
7-8-10 per cent. 3 years' treasury notes, 1864-65.....	142,250 00	5,021 17
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.....	5,000 00	894 31

Aggregate of debt on which interest has ceased since maturity.....\$10,600,005 28 \$737,292 72

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$60,633 00
Legal tender notes, 1862-63.....	246,681,016 00
Certificates of deposit.....	10,800,000 00
Coin certificates, 1863.....	5,513,600 00
Silver certificates, 1873.....	50,773,250 00
Unclaimed interest.....	6,746 51
Fractional currency, 1862, 1863 and 1864.....	\$15,455,036 92
Loss amount estimated as lost or destroyed, act of June 21, 1879.....	5,375,934 00
	7,109,102 92

Aggregate of debt bearing no interest.....\$421,396,598 92 \$6,746 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$196,375,900 00	
Bonds at 5 per cent.....	430,311,550 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,652,950 00	
Refunding certificates.....	694,850 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,639,567,750 00	\$17,109,665 28

Debt on which interest has ceased since maturity.....10,600,005 28 737,292 72

Debt bearing no interest, viz:	
Old Demand and legal-tender notes.....	\$345,741,646 00
Certificates of deposit.....	10,800,000 00
Coin and Silver Certificates.....	56,935,550 00
Fractional currency.....	7,109,102 92
	\$421,396,598 92

Unclaimed interest.....6,746 51

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,089,518,059 69

AMOUNT IN TREASURY.

Interest due and unpaid.....	\$2,451,043 66
Debt on which interest has ceased.....	10,600,005 28
Interest thereon.....	737,292 72
Gold and silver certificates.....	56,935,550 00
U. S. Notes held for redemption of certificates of deposit.....	10,800,000 00
Cash balance available June 1, 1881.....	156,161,895 64
	\$236,496,988 18

Debt, less amount in Treasury, June 1, 1881.....\$1,853,021,971 51
Debt, less amount in Treasury, May 1, 1881.....1,864,072,698 39

Decrease of debt during the month.....\$11,150,727 87

Decrease of debt since June 30, 1880.....\$80,250,322 83

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,855,120 00	\$647,125 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	157,675 00
Union Pacific bonds, 1862-64.....	27,236,512 00	689,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	49,264 00
St. Louis City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00

Totals.....\$64,623,512 00 \$1,615,687 80

Interest paid by United States, \$49,528,558 66; interest repaid by transportation of mails, &c., \$14,256,338 85; interest repaid by cash payments: 5 per cent net earnings, \$65,198 87; balance of interest paid by United States, \$34,617,028 94.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Magnificent Debt-Paying.

It is small wonder if the prosperity of the United States excites envy in this country, and leads unthinking persons to suppose that to secure wealth no agency is so infallible as a ruthless Customs tariff. Mr. Secretary Windom has notified that no more 5 per cent bonds can be received for reduction at 3½ per cent. The remainder will be paid off out of surplus revenues, and between now and next August, in pursuance of this plan, \$15,600,000 of the five and \$3,200,000 of the sixes will accordingly be paid off. What, with reductions of interest and repayments of principal, the expenditure of the United States will thus in a few months' time be lightened to the extent of at least \$2,000,000 per annum. That is undeniably a magnificent result, and we trust that the progress will continue equally rapid in years to come. We may not like the way much of the money is obtained, but that can make no difference to the sincerity with which we can congratulate the United States on the rapidity of its debt reduction. Debt is as much a curse to nations as to individuals.—[Pall Mall Gazette.]

The Grand Trunk Railway Company of Canada has taken possession of the Grand Junction Railway, which extends from Belleville to Peterboro. Nine hundred thousand dollars is said to have been the price paid.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.5.	Tu.7.
Allegheny Val. 13-10s.....	127	127				
7s, Income.....	56	56	56	56	56	56
Jamden & Am. 6s, 1883.....						
6s, 1889.....						
Mort. 6s, 1889.....	114	114				
Jamden and Atlantic.....						
Preferred.....						
1st mortgage.....						
2d mortgage.....						
Catawissa.....						
Preferred.....						
7s, new.....						
Del. & Bound Brook.....						
7s.....						
Elmira & Williamsport.....						
Preferred.....						
Hunt. & B. Top Mt. 14.....	16	16	16	16	16	16
Preferred.....	24	24	24	24	24	24
2d mortgage.....						
Lehigh Navigation 40.....	46	46	46	46	46	46
6s, 1884.....	108	108				
Gold Loan.....						
Railroad Loan.....						
Conv. Gold Loan.....						
Consol. Mort. 7s.....						
Lehigh Valley 62.....	62	62	62	62	62	62
1st mort. 6s, coupon.....						
1st mort. 7s, reg.....						
2d mort. 7s.....						
Consol. mort. 6s.....						
Consol. mort. 6s, reg.....						
Little Schuylkill.....						
Minerall & Sch. Haven.....						
North Pennsylvania 50.....	59	59	59	59	59	59
1st mortgage 6s.....	110	110				
2d mortgage 7s.....	121	121				
Gen'l mort. 7s, coup.....						
Gen'l Mort. 7s, reg.....						
Northern Central 55.....	57	57	57	57	57	57
6s.....						
Northern Pacific 44.....	44	44	44	44	44	44
Preferred.....	84	84	84	84	84	84
Pennsylvania R. R. 66.....	66	66	66	66	66	66
1st mortgage.....						
Gen'l mortgage.....						
Gen'l mort. reg.....						
Consol. mort. 6s.....						
Consol. mort. 6s, reg.....						
Penn. States 3d series.....						
do. 3d series.....						
do. 5s, new.....						
do. 4s.....						
Phila. and Reading 29.....	30	30	30	30	30	30
1st mortgage 6s.....						
7s, of 1898.....						
7s, new convertible.....						
Consol. mortgage 7s.....	129	129	129	129	129	129
Consol mortgage reg.....						
Gen'l mortgage 6s.....	96	96	96	96	96	96
Philadelphia and Erie.....	27					
1st mortgage, 7s.....	106	106	106	106	106	106
2d mortgage, 7s.....	119	119	119	119	119	119
Pittsb. Cin. & N. L. 7s 119.....	124					
Pittsb. Titusv. & Rud. 23.....	23	24	24	24	24	24
7s.....	103	103	103	103	103	103
Schuylkill Navigation.....	16					
Preferred.....	16	16	16	16	16	16
6s, 1872.....						
6s, 1882.....						
United Co. of N. Jersey.....	193	192				
Houstonville, (Horse).....						
Chestnut & Wal. (do).....						
Greenand Coates (do).....						

Baltimore Stock Exchange.

Closing Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.5.	Tu.7.
Baltimore and Ohio 6s, 1880.....						
6s, 1885.....						
Central Ohio (\$50).....						
1st mortgage.....						
Marietta & Cincinnati.....						
1st mortgage, 7s.....	123	124	124			
2d mortgage, 7s.....	92	92	92	92	92	92
3d mortgage, 8s.....	611	514	523	53	53	53
Northern Central (\$50) 56.....	57	57	57	56	56	56
2d mortgage, 6s 1885.....						
3d mortgage, 6s, 1909.....						
6s, 1900, Gold.....						
6s, 1904, gold.....						
Orange and Alex. 1st.....						
2d mortgage, 6s.....						
3d mortgage, 6s.....						
4th mortgage, 8s.....						
O. Alex. & Manassas 7s 104.....	104					
Pittsb. & Connellsv. 7s.....	127					
Virginia 5s, Consol.....	84	86				
Consol. Coupons.....	96	96	96	96	96	96
10-40 bonds.....	58	57	56	57	57	56
Deferred Certificates.....	18	18	18			
Western Maryland.....						
1st M., end. by Balt.....						
2d M. do.....						
3d M. do.....						
1st M., unsecured.....						
2d M., end. Wash. Co.....						
2d Mort., preferred.....						
City Passenger R. R.....						

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 8.

	Th.2	F.3	Sat.4	M.5	Tu.7	W.8
Adams Express.....	189	187	187	186	186	186
Albany and Susq.....						
1st mortgage.....						
2d mortgage.....						
American Express.....	86	86	86	86	86	86
Atlantic & Pacific Tel.....						
Bart, O. R. & Nor.....	82	82	82	82	82	82
1st mortgage.....						
Canada Southern.....	78	78	78	78	78	78
1st mortgage guar.....	108	108	108	108	108	108
Central of N. Jersey.....	102	102	102	102	102	102
1st mortgage 1890.....						
1st consolidated, ass.....						
1st convertible, ass.....						
1st income.....						
Adjustment.....	112	112	112	112	112	112
Central Pacific.....	96	96	96	96	96	96
6s, gold.....	117	117	117	117	117	117
1st M. (San Joaquin).....						
1st M. (Cal. and Or.).....						
Land grant 6s.....	106	106	106	106	106	106
Chesapeake and Ohio.....	30	30	30	30	30	30
Chicago and Alton.....	145	144	143	143	143	143
Preferred.....						
1st mortgage.....						
Sinking Fund.....						
Inte., Bart. & Quincy 170.....	169	170	167	167	167	167
1st Consol. 1905.....						
Chic., Mil. and St. Paul 123.....	128	127	129	127	127	127
Preferred.....	135	135	135	135	135	135
1st mortgage, 8s.....						
2d mortgage, 7 1/2-10s.....						
7s, gold.....						
1st M. (La Crosse div.).....						
1st M. (I. and M. div.).....						
1st M. (I. and D. ext.).....						
1st M. (H. & D. div.).....						
1st M. (C. & M. div.).....						
Consolidated S. F.....	129	129	129	129	129	129
Care. & Northwestern 132.....	130	129	130	130	129	129
Preferred.....	143	143	143	143	143	143
1st mortgage.....						
Sinking Fund 6s.....						
Consolidated 7s.....						
Consol. Gold bonds.....	126	126	126	126	126	126
Do, reg.....						
Chic., Rock Isl. & Pac. 146.....	145	144	144	144	144	146
6s, 1917, c.....	129	128	128	128	128	128
Clev., Col., C. and Ind. 99.....	98	98	97	97	97	97
1st mortgage.....						
Clev. & Pittsburg guar. 140.....						
7s, Consolidated.....						
4th mortgage.....						
Chl., Ohl., & Ind. Cent 30.....	29	28	29	28	27	27
1st mortgage.....						
2d mortgage.....						
Del. & Hudson Canal 112.....	112	111	111	111	110	110
Reg. 7s, 1891.....						
Reg. 7s, 1894.....	111	110	110	110	110	110
7s, 1894.....						
Del., Lack. & Western 128.....	127	127	127	126	126	126
2d mortgage 7s.....						
7s, Consol. 1907.....						
Erie Railway.....	128	128	128	128	128	128
1st mortgage.....						
2d mort. 6s, ext.....						
3d mortgage.....						
4th mort. 6s, ext.....	109	109	109	109	109	109
5th mortgage.....						
7s, Consol. gold.....						
Great Western 1st mort.....						
2d mortgage.....	111	110	110	110	110	110
Hannibal & St. Joseph 83.....	84	84	84	84	84	84
Preferred.....	114	114	114	114	114	114
8s, Convertible.....						
Houston & Tex. Cent. 92.....	91	90	89	89	89	89
1st Mortgage.....						
Illinois Central.....	145	144	143	142	141	141
Lake Shore & Mich. So. 184.....	183	181	181	181	181	181
Consol. 7s.....						
Consol. 7s, reg.....						
2d Consolidated.....	124	124	124	124	124	124
Leh. & W. B. 7s, Con.....						
Long Dock bonds.....						
Louisville & Nashville 108.....	108	107	107	107	107	107
7s Consolidated.....						
Manhattan.....	294	294	294	294	294	294
Metropolitan Elevated.....	94	93	93	93	93	93
1st Mortgage.....	108	108	108	108	108	108
Michigan Central.....	113	112	111	111	111	110
7s, 1902.....	130	130	130	130	130	130
M. S. and N. J. 1st, S. F.....						
Morris and Essex.....	130	131	129	130	130	129
1st mortgage.....						
2d mortgage.....						
7s of 1891.....						
7s, Convertible.....						
7s, Consolidated.....						
N. Y. Cent. & Hud. Riv. 161.....	160	149	149	149	147	147
6s, Sinking fund, 1893.....						
6s, Sinking fund, 1897.....						
1st mortgage.....						
1st mortgage, reg.....						
N. Y. Elevated.....	112	112	112	112	112	110
1st mortgage.....	113	117	117	117	117	117
N. York and Harlem.....						
Preferred.....						
1st mortgage.....						
1st mortgage, reg.....						

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 8.

	Th.2	F.3	Sat.4	M.5	Tu.7	W.8
N. Y., Lake Erie & W.....	50	48	49	48	47	47
Preferred.....	90	89	89	89	89	89
2d Consolidated.....	106	106	106	106	106	106
New 2d 5s fund.....	101	101	101	101	101	101
N. Y., N. Haven & Hart 187.....	187	187	187	187	187	187
North Missouri 1st M.....						
Northern Pacific.....	44	44	43	44	44	43
Preferred.....	84	84	84	84	84	84
Ohio and Mississippi.....	45	44	44	44	44	43
Preferred.....						
2d mortgage.....						
Consolidated 7s.....						
Consol. Sinking fund.....						
Pacific Mail S. B. Co. 53.....	54	53	53	53	53	53
Pacific R. R. of Mo.....						
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....						
Panama.....	270	275	275	275	275	275
Philadelphia & Reading 60.....	60	60	60	60	60	60
Pitts., Ft. W. & Chi. 1st.....	139	139	139	139	139	139
1st mortgage.....	133	133	133	133	133	133
2d mortgage.....						
Pullman Palace Car.....	134	135	135	134	138	140
Quicksilver Mining Co 15.....	17	17	17	17	17	17
Preferred.....	61	61	61	61	61	61
St. Louis & San Fran.....	48	51	52	51	52	51
Preferred.....	75	79	78	78	78	77
1st Preferred.....	110	111	112	111	111	111
St. L., Alton and T. H.....						
Preferred.....	98	98	98	98	98	98
1st mortgage.....	110	110	110	110	110	110
2d mort. preferred.....						
Income bonds.....						
St. L., Iron Mt. & S. As. 82.....	84	81	80	81	81	81
1st mortgage.....						
2d mortgage.....	114	114	114	114	114	114
Tol., F. & W. 1st E. D.....						
1st mort. West. Div.....	127	127	127	127	127	127
Union Pacific.....	127	127	127	127	127	127
1st mortgage.....	118	118	118	118	118	118
Land Grant 7s.....						
Sinking Fund 8s.....	127	127	127	127	127	127
United States Express.....						
Wabash.....						
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....						
7s, Consolidated.....						
St. Louis Division.....	111	111	111	111	111	111
Wabash, St. L. & Pac. 54.....	53	54	53	54	54	54
Preferred.....	94	93	93	93	94	94
New Mort. 7s.....						
Wells-Fargo Express 126.....	127	127	127	127	127	127
Western Pacific bonds.....						
Western Union Tel.....	128	128	127	128	127	129
7s, S. F. conv., 1900.....	120	120	120	120	120	120

Boston Stock Exchange.

Prices for the week ending June 8.

	Th.2	F.3	Sat.4	M.5	Tu.7	W.8
Atch., Top. and Sap. Fe. 147.....	149	148	148	148	147	147
1st mortgage.....						
2d mortgage.....						
Land Grant 7s.....	123	123	123	123	123	123
Boston and Albany.....	175	175	175	175	175	175
7s, reg.....						
Boston and Lowell.....	122	122	122	122	122	122
Boston and Maine.....	162	164	163	163	163	163
Boston and Providence.....						
Boston, Hart. & Erie 7s.....	83	83	84	85	84	82
Burl. & M. O. R. L. G. 7s.....						
Burl. & M. O. R. L. N. B.....						
6s, exempt.....	116	116	116	116	116	116
4s.....	110	110	110	110	110	110
Chl., Burl. and Quincy 169.....	170	170	170	170	170	170
7s.....						
Chl., Sand. & Clev. (850) 51.....	51	51	51	51	51	51
Concord (850).....						
Connecticut River.....						
Eastern.....	52	50	51	51	51	51
New 4s Bonds.....	109	109	109	109	109	109
Fitchburg.....						
Kan. C. Top. & West.....						
Michigan Central.....	85	84	84	84	84	84
N. Y. & New England.....	504	505	504	504	504	504
7s.....	122	122	122	122	122	122
Northern, N. H.....	122	122	122	122	122	122
Norwich & Worcester.....	102	102	102	102	102	102
Ogden & Lake Cham.....	54	50	55	55	55	55
Preferred.....						
Old Colony.....	134	134	134	134	134	134
Ph. Wil. & Balt. (450).....	149	149	149	149	149	149
Portl'd, Saco & Ports.....						
Pueblo & Ark. Val.....						
7s.....						
Pullman Palace Car.....	124	124	124	124	124	124
Union Pacific.....	127	128	128	128	128	127
1st mortgage.....						
Land Grant 7s.....						
Sinking Fund 8s.....						
Vermont and Canada.....	20	20	20	20	20	20
Vermont and Mass.....						
Worcester and Nashua.....	65	65	65	65	65	65
Cambridge (Horse).....						
Metropolitan.....	76	76	76	76	76	76
Middlesex.....						
Cal. & Reels Mining Co. 287.....	288	288	288	288	288	288
Quincy.....	35	35	35	35	35	35

New York Stock Exchange.

Closing Prices for the week ending June 8.

	Th.2	F.3	Sat.4	M.5	Tu.7	W.8
FEDERAL STOCKS:						
U. S. 4s, 1907, reg.....	117	117	117	117	117	117
U. S. 4s, 1907, coup.....	118	118	118	118	118	118
U. S. 4s, 1891, reg.....
U. S. 4s, 1891, coup.....	118	...	...	...
U. S. 5s, 1881, reg.....	...	104	104	...	...	105
U. S. 5s, 1881, coup.....	...	104	...	104	103	103
U. S. 5s, 1881, reg.....
U. S. 5s continued at 31, 108	103	103	103
U. S. 6s, 1880, reg.....
U. S. 6s, 1880, coup.....
Dt. of Col. 3-6s, reg.....
U. of Col. 3-6s, coup.....

of the Central Railroad of New Jersey accrues on the payment of the closing debt or not until the floating debt is paid and discharged. The argument, which was made for the railroad company by ex-Senator Frelighnyusen, and by Mr. Munn for the bondholders, left the impression that in any event interest on the bonds will soon be paid, and the importance of the question was whether the bonds will be entitled to arrears of interest.

The Supreme Court of Tennessee has rendered a decision, holding the present taxing district government of Memphis liable to a suit on the debts of the old city of Memphis.

The fund commissioners of Ohio have negotiated a loan for the State with Messrs. Kuhn, Loeb & Co., bankers, of New York, for \$2,800,000, at four per cent interest, payable semi-annually, for which the firm pay a premium of 3½ per cent. The principal falls due in annual installments, varying from \$800,000 to \$600,000, and the whole is payable in seven years.

The Quebec Chronicle says that the London agents of the amalgamated Quebec Central and Levis and Kennebec railway companies have succeeded in obtaining for the enterprise a loan of \$3,000,000 on the guarantee of the Government at Quebec for five years at 5 per cent.

Governor Bell, of New Hampshire, in his inaugural address gives the State debt as \$3,372,770, a reduction since last year of \$189,696. The savings banks deposits amount to \$32,097,734, an increase of nearly \$4,000,000.

From June 11 to September 26, inclusive, the Philadelphia Stock Exchange will close Saturdays at 1 p. m., and open Mondays at 10.30 a. m.

The Erie and Western Transportation Company have decided to issue \$1,000,000 of new stock, making the total capital \$3,000,000. On the new stock a dividend of \$20 per share will be credited out of the accumulated profits, arising chiefly from the advance in value of securities bought from the Empire Transportation Company at the time of its dissolution. The remaining \$30 per share will be paid in cash, to be used in paying for and improving real estate at Buffalo and the enlargement of the company's fleet. The new shares will be allotted during the present month.

The Central Railroad Company of New Jersey is negotiating a \$5,000,000 loan on its American Dock property, with which the bonds of the dock property are to be paid off. These amount to \$4,000,000, with four and a half years' back interest. Six months' notice is to be given before payment.

Statesville, N. C., has voted to subscribe \$50,000 to the proposed Virginia Midland Railroad extension, conditioned on the road going by Statesville.

The fifteen millions of dollars due the Boston shareholders on the stock of the Philadelphia, Wilmington and Baltimore Company purchased by the Pennsylvania Railroad Company was paid over in this city on the 7th inst. to the Boston Committee by President Roberts. The payment was anticipated, the money not being due till the 1st of July next.

The Master of the New Castle and Franklin Railroad is now engaged in paying off the claims against it out of the money realized from its recent sale. Five hundred dollars is to be paid on

each bond, provided the bondholder indemnifies the Master. Under this order \$400,000 has been paid off.

The San Francisco Bank offers for subscription £500,000 of six per cent first mortgage bonds of the Oregon and California Railroad at par—the remainder of the issue of £1,200,000—the rest of which has already been subscribed.

The closing quotations on Thursday were: Adams Express, 135@138; American Express, 86@87; American District Telegraph, 50@50½; Chicago, Burlington and Quincy, 167@167½; Canada Southern, 75½@75½; Chicago and Northwestern, 128½@129; do. pref., 110@142; Central Pacific, 95½@95½; Chicago, Milwaukee and St. Paul, 126¾@126¾; do. pref., 133½@134½; Chicago, Rock Island and Pacific, 144@145; Cleveland, Columbus, Cincinnati and Indianapolis, 97@97½; Columbus, Chicago and Indiana Central, 26½@26½; Delaware and Hudson Canal, 110½@110½; Delaware, Lackawanna and Western, 126½@126½; Hannibal and St. Joseph, 83@83½; do. pref., 113½@114½; Lake Erie and Western, 61½@62½; Lake Shore and Michigan Southern, 131½@131½; Metropolitan Elevated, 92@92½; Manhattan Elevated, 26½@26½; Michigan Central, 110½@110½; New York Elevated, 110@110½; New York, Lake Erie and Western, 47½@47½; do. pref., 88¾@89; New York Central and Hudson River, 148½@148½; Ohio and Mississippi 44@44½; Ohio Central, 84½@85; Pacific Mail, 53@53½; Panama, 270@275; St. Louis, Alton and Terre Haute, —@68; do. pref., 96@98; Texas and Pacific, 72¾@73; Union Pacific, 127½@127½; United States Express, 74@74½; Wells Fargo Express, 127½@129; Western Union Telegraph, 128½@128½; do. ex. certifi., 89½@89½; Wabash, St. Louis and Pacific, 54@54½; do. pref., 93¾@94½.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. bonds, 130; Atchison, Colorado and Pacific 1st, 106; Boston, Hartford and Erie 1st, 83½; Boston and New York Air Line, 50; Buffalo, Pittsburg and Western, 48; Chicago, St. Louis and New Orleans, 82; Chesapeake and Ohio 1st pref., 46; do. 2d pref., 32; do. 1st, Series B, 89½; do. cur. int. def., 65; Chicago, St. Paul, Minneapolis and Omaha, 46; do. pref., 108; do. consol., 106; Cedar Falls and Minnesota, 84; Cincinnati, Sandusky and Cleveland, 62; Col., Chi. and Ind. Cent. Inc., 75½; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 110½; do. Chicago and Pacific div., 108; do. Mineral Point div., 1st, 101; do. La C & Dav. div., 100½; Chicago and Northwestern Int. bonds, 105½; Central Iowa, 1st 118; Cleve., Col., Cin. and Ind. consol., 124; Denver and Rio Grande, 111½; do. 1st, 121; do. 1st consol., 120½; Dubuque and Sioux City, 86; Danbury and Norwalk, 72¾; Denver, South Park and Pacific 1st, 110½; Delaware and Hudson Canal, Penn. div., 124; Flint and Pere Marquette 1st, 113; Gulf, Colorado and Santa Fe 1st, 125; Houston and Texas Central 2d M. L., 130¾; do. 1st, Western div., 113¾; Indiana, Bloom. and Western, 52½; do. 2d, 86; International and Grt. Northern 1st, 113; do. 2d, Inc., 101½; Indi-

anapolis, Decatur and Springfield 1st, 109; Kansas Pacific 1st consol., 108¾; do. 6s, Leavenworth Br., 140; Keokuk and Des Moines, 27½; do. pref., 55; Laf., Bloom. and Muncie Inc., 85; do. 1st, 119; Louisville and Nashville Gen'l mort., 6s, 108; do. St. Louis div., 60½; do. N. O. and M. div., 108; Louisiana and Missouri River, 32; do. 1st, 119; Lake Erie and Western, 61½; do. Inc., 84½; do. Sandusky div., 76; Louisville, New Albany and Chicago 1st, 103; do. 1st, 108½; Lehigh and Wilkesbarre consol. ass., 112; Manhattan Beach, 56; do. 7s, 100; Marietta and Cincinnati 1st pref., 18½; do. 2d pref., 12¾; Mobile and Ohio, 34; do. 1st debent., 95; do. 2d debent., 65; do. 3d debent., 57; do. 4th debent., 56; Missouri, Kansas and Texas, 51½; do. 6s, 97½; do. consol. ass., 111½; do. 2d, 89; Memphis and Charleston, 83½; Missouri Pacific, 109½; do. 1st, consol., 106; Milwaukee, Lake Shore and Western, 63; do. 1st, 107; do. Inc., 88; Metropolitan Elevated 2d, 90; New York, Penn. and Ohio Inc., 67; New York and Manhattan Beach 1st, 109; Nashville, Chattanooga and St. Louis, 89; New York, Ontario and Western, 36½; do. pref., 90; Norfolk and Western pref., 61½; New Orleans Pacific 1st, 101½; New Jersey Southern 1st, 107; New York City and Northern Gen'l mort., 95; Ohio Central, 85; do. Inc., 65½; do. 1st, 107; Oregon Railway and Nav., 165; do. 1st, 111½; Ohio and Mississippi 1st, Springfield div., 120½; Peoria, Decatur and Evansville, 48½; do. 1st, 109; do. Inc., 88½; Pittsburg, Titusville and Buffalo, 48; Quincy and Toledo 1st, 110; Rome, Watertown and Ogdensburg, 50; do. 1st consol., 98½; Rochester and Pittsburg, 43; do. 1st, 103½; do. Inc., 59; St. Paul, Minn. and Man., 118½; St. Louis, Kansas City and Northern, Omaha div. 1st, 119¾; do. Clarinda Branch, 106; do. St. Charles Bridge 1st, 105; do. R. E. 7s, 1895, 105; St. Paul and Duluth, 89; do. pref., 86½; do. 1st, 113; Southern Pacific of California 1st, 106½; St. Louis and Iron Mt. 6s, 94½; do. 1st, pref. Inc., 100½; do. 2d pref. Inc., 95; do. Ark. Branch 1st, 115; St. Paul, and Sioux City 1st, 113; St. Louis and San Francisco 2d, class B, 97; South Pacific 1st 110½; Texas and Pacific, 71; do. L. C., 91½; do. Rio Grande div., 1st, 102; Toledo, Delphos and Burlington, 33½; do. Inc., 61; do. 1st, Dayton div. Inc., 99; Toledo, Peoria and Western 1st 119½; Texas and St. Louis 1st, 93; Terre Haute div., bonds, 80; Union Pacific col. trust 6s, 112½; Wabash, St. Louis and Pacific, Gen'l mort., 101¾; do. Havana div. 1st, 103¾; Alabama Class A, 76½; do. C, 86½; Arkansas 6s, fund., 85½; do. 7s, L. R., P. B. & N. O., 16; Louisiana 7s, consol., 62¾; North Carolina 6s, S. T., 2d class, 8; do. consol. 4s, 88; South Carolina 6s, non-fund., 10; Tennessee 6s, old, 73; do. new, 73¾; Virginia 6s, def., 18¾; Am. Dist. Tel., 49½; Canton Co., 72; Sutro Tunnel, 2½; American Coal, 60; Colorado Coal and Iron, 66; do. 6s, 101½; Consolidation Coal, 40; Cumberland Coal, 18; Maryland Coal, 31½; Pennsylvania Coal, 250; Caribou Mining, 3½; Central, 4; Deadwood, 7; Excelsior, 1; Little Pittsburg, 3½; Ontario, 38; Stormont, 2½; Standard, 24½; Silver Cliff, 6½.

Philadelphia—Am. S. S. Co., 80; do. 6s, 108½; Alleghany Valley 7s, 120½; Buffalo, Pittsburg

and Western pref., 33; Belvidere Delaware 1st, 120; do. 3d, 106½; Central Transp., 45½; Huntingdon and Broad Top Mt. consol. 6s, 94½; Harrisburg and Lancaster 6s, 107½; Junction 1st, 104; Norfolk and Western pref., 65½; Nequeboing Valley 6s, 58½; Oil Creek 1st mort., 101½; Pennsylvania Canal 6s, 100½; Philadelphia and Reading R. R. scrip, 73; do. income 7s, 85; Philadelphia, Germantown and Norristown, 110; Pennsylvania R. R. Allotments, 16; do. consol. 6s, 107; People's Pass. R. R. 7s, 115; Pittsburg 7s, W. L., 126; Shamokin, Hazleton and Wilkesbarre 1st, 99½; Steubenville and Indiana 6s, J. & D., 105½; Texas and Pacific, 68; do. consol. mort. 6s, 106; do. 1st mort. 6s, Rio Grande div., 102½; Union and Titusville 7s, 108; West Jersey and Atlantic 6s, 110. The latest quotations are: City 6s, 115@116; do. free of tax, 129@131; do. 4s, new, 106@118; Pennsylvania State 6s, 3d series, 104½@105; do. 6s, new, loan, 119@—; do. 4s, new, 111@—; Philadelphia and Reading R. R., 80½@80¾; do. consol. mort. 7s, coup., 126½@126¾; do. reg., 127@127½; do. mort. 6s, 121@—; do. 7s, 1893, 121@—; do. new conv., 66@67; United New Jersey R. R. and Canal, 192¼@193¼; Buffalo, Pittsburg and Western, 23¼@24; Pittsburg, Titusville and Buffalo 7s, 103¼@103½; Camden and Amboy mort. 6s, 1889, 114½@115; Pennsylvania R. R., 66½@66¾; do. gen'l mort., coupon, 129@130; do. reg., 128@128½; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 54½@55½; Morris Canal pref., 164@—; Schuylkill Nav., 5¼@6; do. pref., 14¼@15; do. 6s, 1882, 90@90½; do. 1872, 105@109; Elmira and Williamsport pref., 50@—; do. 6s, 117@—; do. 5s, 100@102; Lehigh Coal and Navigation, 46½@46¾; do. 6s, 1884, 108@108½; do. R. R. loan, 117@—; do. Gold Loan, 120@121; do. consol. 7s, 123¼@130; Northern Pacific, 43½@43¾; do. pref., 83½@83¾; North Pennsylvania, 59½@60½; do. 6s, 110@—; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 124@—; Philadelphia and Erie, 27@28; do. 7s, 119@—; Minehill, 60½@60¾; Catawissa, 20@23; do. pref., 55½@55¾; do. new pref., 52½@52¾; do. 7s, 1900, 125@—; Lehigh Valley 63@63½; do. 6s, coupon, 127@129½; do. reg., 126@127; do. 2d mort. 7s, 137@138; do. consol. mort., 121@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 114½@115½; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 50@52; Green and Coates, 80@—; Chestnut and Walnut, 95@100; Hestonville, 21½@22; Germantown, 76@85; Union, 119@125; Lombard and South, 25½@26½; West Philadelphia, 85@90; People's, 25½@26; Continental, 106@108.

Boston.—Atlantic and Pacific Block, 124½; Atchison, Topeka and Santa Fe 7s, guar., 121; do. plain 6s, 99½; Boston Land, 10¾; Boston Water Power, 10¼; Burlington and Missouri River in Nebraska 6s, non-exempt, 106; Central R. R. of Iowa, 40¼; do. 2d pref., 69; Chicago and West Michigan, 90¼; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 109; Cincinnati, Sandusky and Cleveland 7s, 107; Flint and Pere Marquette, 84; do. pref., 100; Iowa Falls and Sioux City, 92½; Kansas City, Fort Scott and Gulf, 97; do. pref., 131; Kansas City, Topeka and Western 7s, 125; Kansas City, St. Joseph and Council Bluffs 1st, 124; Louisiana and Mis-

souri River, 82½; do. pref., 53; Little Rock and Ft. Smith, 85½; do. 7s, 118; Mexican Central Blocks, new, 103; do. old, 114; Maine Central, 46; Massachusetts Central 6s, 99; Manchester and Lawrence, 150; Marquette, Houghton and Ontonagon, 78; do. pref., 125; do. 6s, 100½; Nashua and Rochester, 60; New York and New England 6s, 112; Northern Pacific 6s, 106¾; Nodaway Valley 7s, 110¼; Ogdensburg and Lake Champlain Income, 75¼; do. consol. 6s, 105; Portsmouth, Gt. Falls and Conway 4½s, 90; Rutland, 67½; do. pref., 31¾; do. 6s, 106; Republican Valley deferred, 97½; Sonora Block sub. No. 4, 125; do. No. 3, 300; do. 1st mort., 100; Summit Branch, 27½; Toledo, Delphos and Burlington, 16½; Tarkio Valley 7s, 110¼; Wisconsin Central, 33¼; do. pref., 50; do. 2d series, 62; Allouez Mining Co., 2½; Atlantic, 13; Blue Hill, 8¾; Catalpa, 2¼; Crescent, 1¼; Copper Falls, 7; Douglas, 3½; Duncan, 2½; Franklin, 12¼; Harshaw, 8½; Huron, 4½; Osceola, 33; Pewabic, 14¾; Sullivan, 3; Silver Islet, 45.

Baltimore.—Atlanta and Charlotte, 82½; do. 1st, 115½; do. income, 95½; Atlantic Coal, 1.45; Baltimore and Hanover, 34½; Baltimore City 6s, 1890, 118¼; do. 6s, 1900, 127; do. 5s, 1916, 125¼; do. 4s, 1920, 111; Columbia and Greenville 1st, 107½; Chesapeake and Ohio Canal 6s, 64½; Charlotte, Columbia and Augusta, 61; Maryland Defense 6s, 105; Norfolk Water 8s, 126¼; Norfolk and Western pref., 65; Ohio and Mississippi, Springfield div. 1st, 120; Richmond and Danville, 107½; South Side 3d, 105½; Virginia Peabody, 40; Virginia and Tennessee 2d, 105; Virginia Midland 1st scrip, 112; do. 2d, 111½; Wilmington, Columbia and Augusta, 6s, 118. The latest quotations are: Atlanta and Charlotte, 80@—; do. 1st, 115@115½; Baltimore City Passenger R. R., 38½@40; Baltimore City 6s, 1884, 106@108½; do. 6s, 1890, 112@118¼; do. 6s, 1893, —@119; do. 6s, 1902, 125¼@—; do. 5s, 1894, 117@118½; do. 5s, 1916, 124¼@—; Baltimore and Ohio, 205@215; do. Washington Branch, 165@—; do. 6s, 1885, 109@109½; Charlotte, Columbia and Augusta, 58@63; Chesapeake and Ohio Canal 6s, 62@65; Consolidation Coal, —@40¾; Marietta and Cincinnati 1st, 124@125; do. 1st Sterling, 121½@—; do. 2d, 92½@92¾; do. 3d, 52½@52; Norfolk and Western pref., —@65; Northern Central, 56¼@56¾; do. 6s, 1900, gold, 116@—; do., 1904, gold, 117@118; do. 5s, 1926, 103½@108¾; Orange Alex. and Manassas 7s, 107@110; Pittsburg and Connellsville, —@17½; do. 7s, 126@127; Richmond and Allegheny, 70@74; Richmond and Danville, 106¼@—; Union Canal 6s, endorsed by Canton Co., 119@120; Virginia Midland 2d, 111@112; Virginia Consols, 84@86; do. 10-40, 56½@57; Western Maryland 2d pref., 111@112; do. Washington Co. guar., 113@—.

The President of the Master Car Builders' Association specially requests the attendance of an authorized representative of all roads at the meeting to be held in New York City on the 15th, for the purpose of revising the rules governing the condition of and repairs to freight cars for the interchange of traffic. It is earnestly desired that the rules shall be so revised and adopted at this meeting as to meet the necessities of all railroads

offering cars for interchange. This invitation has been extended to all railroads in the United States and Canada.

Business Notices.

In addition to an extensive variety of carpets a full line of matting, oil cloths, linoleums, lignums, etc., may be had for office or household furnishings at the Broadway Store (No. 701, near Fourth st.,) of Stephen A. Spencer, and at prices which invite attention. See his card elsewhere in this paper.

The Zero Refrigerator, manufactured by A. M. Lesley, 380 Sixth Ave., this city, is too well known to require new proof of its value. We need only reiterate what is often said of it, that "it is first class." Housekeepers and others can make no mistake in selecting the "Zero" as 38,000 households into which it has gone may testify.

The completion of the Southern Pacific Railroad to El Paso, Tex., was celebrated at that place on the 27th ult. in an enthusiastic manner by the citizens.

The entire new route of the proposed new railroad from Santa Rosa to Benicia, Cal., has been surveyed.

The track of the Utah and Northern Railroad is now laid to a point about twenty miles north of Dillon, Montana.

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GREAT REDUCTION IN PRICES.

300 PIECES OF TAPESTRY BRUSSELS 75c. to 90c. Also 350 PIECES OF VELVETS, from \$1.50 to \$1.75. CHURCH AND OFFICE CARPETS, 50c. to 50c. LINOLEUMS, LIGNUMS, and MATTINGS at low prices.

STEPHEN A. SPENCER,

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	18,500,000	J. & J.	Jan. '81	Little Schuylkill*.....	2,844,100	J. & J.	Jan. '81	Ware River*.....100	\$750,000	J. & J.	July '80
Ashuelot.....100	210,000	quarterly	July '81	Louisville & Nashville.....100	18,130,000	F. & A.	Feb. '81	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '80
Atch. Pop. & Santa Fe.....100	10,400,300	quarterly	May '81	Louisv. N. Alb. & Chi.....100	3,000,000	J. & D.	Dec. '79	Warwick Valley.....100	225,000	J. & J.	July '80
Atlantic and West Point.....100	1,232,200	J. & J.	July '80	Lowell and Andover.....100	500,000	J. & O.	July '80	Westchester & Phil. pref.....100	821,300	J. & J.	July '80
Atlantic and St. Law*.....100	5,000,000	M. & S.	Sept. '80	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78	West Jersey.....100	1,550,750	F. & A.	Nov. '79
Augusta and Savannah.....100	1,022,900	J. & D.	June '80	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79	Wilmington & Weldon.....100	1,452,200	J. & D.	Nov. '79
Avon, Genesee & Mt. M*.....100	225,000	A. & O.	Jan. '78	Manchester and Law.....100	1,000,000	M. & N.	May '81	Winchester & Potomac.....100	180,000	J. & J.	Jan. '81
Baltimore and Ohio.....100	14,216,800	M. & N.	May '81	Marquette & Cincinnati.....50	1,408,912	—	—	Winchester & Strasburg.....100	500,000	J. & J.	Jan. '81
Washington Br.....100	1,650,000	A. & O.	Apr. '81	Massachusetts.....100	4,480,368	M. & S.	Sept. '80	Worcester and Nashua.....75	1,789,800	J. & J.	Jan. '81
Berkshire*.....100	600,000	quarterly	Apr. '81	Memphis & Charleston* 25	5,312,728	J. & D.	Jan. '80	HORSE-POWER R. R.			
Boston and Albany.....100	20,000,000	quarterly	June '81	Metropolitan Elevator.....100	6,500,000	quarterly	Apr. '81	Albany City.....100	110,800	—	—
Bos. Clin. F. & N. Bed.....100	1,291,400	—	—	Michigan Central.....100	18,738,204	quarterly	May '81	Baltimore City.....25	1,000,000	J. & J.	Jan. '81
Agricultural Br. guar*.....100	90,000	J. & D.	June '78	Middlesex Central.....100	2,138,484	F. & A.	Feb. '81	Balt., Cat. & El. Mills.....100	—	J. & J.	Jan. '80
Bost. Cons. & Mont* pref.....100	800,000	M. & N.	May '81	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81	Boston & Chelsea pref.....50	121,000	J. & J.	Apr. '81
Boston and Lowell.....500	6,921,274	M. & N.	May '81	M. Hill & Schuyl. Hav* 50	3,856,456	J. & J.	Jan. '81	Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apr. '78
Boston and Maine.....100	4,000,000	M. & N.	May '81	Missouri Pacific.....100	2,414,000	quarterly	Apr. '81	Broadway & 7th Av. (N.Y.) 100	2,100,000	J.A.J.O.	Apr. '79
Boston and Providence.....100	131,700	J. & J.	Jan. '81	Mobile & Montgomery.....100	2,794,800	F. & A.	Feb. '80	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79
Attleboro Branch.....100	8,537,800	quarterly	Feb. '80	Morris and Essex*.....50	16,000,000	J. & J.	July '81	Brooklyn City.....100	2,000,000	F.M.A.N.	Aug. '79
Bost. Revere B. & Lynn.....100	950,000	J. & D.	June '81	Mt. Carbon & 1st Carbon.....50	282,350	J. & J.	Jan. '81	Bushwick (Brooklyn).....100	309,000	J. & J.	July '71
Burl. & Mo. Riv. in Neb.....100	877,400	quarterly	Apr. '80	Nashua and Lowell.....100	800,000	M. & N.	May '81	Camden & Burlington.....100	1,068,400	J. & J.	Jan. '81
Camden and Atlantic.....50	838,311	quarterly	Apr. '80	Nashua and Rochester.....100	1,308,800	A. & O.	Apr. '81	Cent. Park N. & E. Riv. 100	500,000	J. & J.	Jan. '78
Camden & Burl. Co.....100	447,000	J. & D.	Jan. '81	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79	Citizens' (Ph.).....50	200,000	M. & N.	Nov. '77
Orpe May and Millville.....50	1,159,600	Oct. '80	Oct. '80	Nash, Chat. & St. Louis.....25	6,576,296	A. & O.	Apr. '80	Coney Island & Brookl.....50	600,000	A. & O.	Oct. '80
Catawissa.....50	2,200,000	M. & N.	May '81	Naugahatch.....100	2,000,000	J. & J.	Jan. '81	Continental (Phila.).....50	180,000	J. & J.	July '81
3d pref.....50	1,000,000	M. & N.	May '81	Nesquehoning Valley*.....50	1,000,000	M. & S.	Mar. '81	D. Dock R. B'dw. & Bat.....100	1,200,000	F.M.A.N.	May '79
Cayuga and Susq*.....50	589,110	J. & J.	Jan. '80	N. Castle & Beaver Val* 50	1,500,000	quarterly	July '80	Elizabeth and Newark.....100	200,000	—	—
Cedar Rapids & M. R.*.....100	6,850,400	F.M.A.N.	May '81	N. Haven & Northamp.....100	608,000	quarterly	Oct. '80	42nd St. & G. St. Ferry.....50	745,000	M. & N.	May '79
Central of Georgia.....100	7,500,000	J. & D.	June '81	New London Northern.....100	1,418,800	quarterly	Oct. '80	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80
Central of New Jersey.....100	18,653,200	quarterly	Apr. '81	N.Y. Cen. & Hudson R.....100	89,428,330	J. & J.	July '81	Germantown (Ph.).....50	1,700,000	J. & J.	July '81
Central Ohio.....50	4,426,000	J. & J.	Jan. '81	New York and Harlem.....100	5,500,000	J. & J.	July '81	Ghirard College (Ph.).....50	500,000	J. & J.	July '78
3d pref.....50	400,000	J. & J.	Jan. '81	City Line.....	1,500,000	—	—	Grand St. and Newton.....100	170,000	J. & J.	July '71
Central Pacific.....100	54,276,500	F. & A.	Feb. '81	New York & Long Br.*100	2,000,000	—	—	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79
Chemung*.....100	380,000	quarterly	July '80	N.Y. Lake Erie & West.....100	6,500,000	quarterly	Apr. '81	Heston, Mantau & Fairm.....50	2,050,000	J. & J.	Jan. '71
Cheshire, preferred.....100	2,155,300	J. & J.	July '80	— pref.....	8,145,700	—	—	Highland.....100	600,000	J. & J.	Jan. '80
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '81	N. Y., N. H. & Hartf.....100	15,500,000	J. & J.	Jan. '81	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '79
3d pref.....100	2,425,400	M. & S.	Mar. '81	N. Y., N. H. & Boston.....100	3,000,000	quarterly	May '81	Lynn and Boston.....100	300,000	M. & N.	May '81
Chicago, Burl. & Quincy.....100	81,004,488	quarterly	June '81	Nieg. Bridge & Canand*100	1,600,000	J. & J.	July '80	Malden and Melrose.....100	200,000	—	—
Chi. Clin. Dub. & Minn.....100	6,156,000	A. & O.	Apr. '79	North Carolina*.....100	4,000,000	M. & S.	Mar. '80	Metropolitan (Boston).....50	1,600,000	J. & J.	Jan. '81
Chicago, Iowa & Nebraska.....100	8,916,200	J. & J.	Jan. '81	N. Eastern (S.C.) pref.....100	90,000	M. & N.	Nov. '77	Middlesex (Boston).....100	550,000	M. & N.	May '81
Chi. Mil. and St. Paul.....100	15,401,261	A. & O.	Apr. '81	North Pennsylvania.....50	4,821,150	quarterly	May '81	N. Y., Bay Ridge & Jam.....100	102,540	—	—
3d pref.....100	12,279,433	A. & O.	Apr. '81	Northern Central.....50	6,042,000	J. & J.	July '81	Ninth Avenue (N. Y.).....100	197,320	—	—
Chicago & N. Western.....100	21,625,353	quarterly	June '81	Northern N. Hampsh.....100	1,000,000	J. & J.	July '77	Orange and Newark.....100	282,555	—	—
Chicago, R. I. & Pacific.....100	50,000,000	quarterly	May '81	Northern New Jersey*.....100	1,000,000	J. & J.	July '77	People's (Phila.).....25	206,054	—	—
Chicago & West Mich.....100	6,161,000	F. & A.	Feb. '81	Norwich & Worcester*.....100	2,004,400	J. & J.	July '76	Philadelphia City.....50	475,000	J. & J.	Jan. '81
Chic. Ham. & Dayton.....100	8,000,000	A. & O.	Oct. '80	Ogden & L. Champl.*100	3,077,000	J. & J.	July '76	Philadelphia and Darby.....50	200,000	J. & J.	July '77
Cin. Sand. & Cleve. pref.....50	429,037	F. & A.	Feb. '81	— pref.....	2,000,000	A. & O.	Apr. '78	Phila. and Grey's Ferry.....50	234,775	J. & J.	Jan. '78
Clev. Col. Cin. & Ind.....100	14,991,800	F. & A.	Feb. '81	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '78	Pbg. Alleg. & Manchester.....50	200,000	quarterly	Apr. '78
Cleveland & Mahoning*.....50	2,057,569	M. & N.	Nov. '79	Old Colony.....100	7,138,800	J. & J.	Jan. '81	Ridge Avenue (Ph.).....50	750,000	A. & O.	Apr. '80
Cleveland & Pittsburg.....100	11,236,150	quarterly	June '81	Oregon Railway & Nav.....100	4,435,000	quarterly	May '81	Second Avenue (N. Y.).....100	1,199,500	J.A.J.O.	Apr. '79
Columbus and Xenia.....50	1,786,200	M.F.S.D.	Mar. '81	Oswego and Syracuse*.....100	482,400	F. & A.	Aug. '81	Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79
Colum. & Hocking Val.....100	2,600,000	J. & J.	Feb. '81	Panama.....100	100,000	quarterly	May '81	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78
Concord.....50	1,500,000	M. & N.	May '81	Paterson and Hudson*.....100	632,000	J. & J.	Jan. '81	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77
Concord and Port.*.....100	380,000	J. & D.	Oct. '80	Paterson and Newark*.....100	250,000	J. & J.	Apr. '81	Jomerville (Boston).....100	115,000	M. & N.	Nov. '77
Conn. & Passump Riv. 100	2,175,700	F. & A.	Feb. '81	Paterson and Ramapo*.....100	248,000	J. & J.	Apr. '81	South Boston.....50	00,000	J. & J.	Jan. '81
Connecticut River.....100	2,100,000	J. & J.	July '81	Pemb. & Hightstown*.....50	342,150	J. & J.	Apr. '81	Third Avenue (N. Y.).....100	2,000,000	F.M.A.N.	Nov. '80
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. '81	Pennsylvania.....50	68,570,200	M. & N.	May '81	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '74
1st pref.....50	241,900	A. & O.	Oct. '80	Peoria & Bureau Val.*.....100	1,200,000	F. & A.	Feb. '81	23d street (N. Y.).....100	600,000	J. & J.	Jan. '79
2d pref.....50	243,000	A. & O.	Oct. '80	Philadelphia and Erie*.....50	6,004,300	J. & J.	Jan. '81	Union (Boston).....100	374,300	J. & J.	Jan. '80
Danbury and Norwalk.....50	600,000	quarterly	June '81	— pref.....	2,400,000	J. & J.	Jan. '75	Union (Phila.).....50	400,000	J. & J.	July '80
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '81	Phil. Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June '81	West Philadelphia.....50	400,000	J. & J.	July '77
3d pref.....50	1,211,250	quarterly	Jan. '81	Philadelphia & Reading.....50	32,726,375	quarterly	Jan. '78	CANALS.			
Delaware.....50	1,390,950	J. & J.	Jan. '81	— pref.....	1,551,800	quarterly	July '78	Chesapeake & Delaware.....50	1,983,663	J. & D.	June '75
Del. & Bound Brook*.....100	1,584,400	quarterly	May '81	Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81	Delaware Division.....50	1,633,350	—	Feb. '81
Del. Lackaw. & Westn.....100	28,200,000	quarterly	Apr. '81	Phila. W. & Balt.....100	11,572,700	J. & J.	Apr. '81	Delaware and Hudson.....100	20,000,000	—	June '81
Detroit, Lans. & Nor.....100	1,325,600	F. & A.	Aug. '80	Pittsburg, W. & Chi.*.....100	19,714,285	quarterly	Apr. '81	Delaware and Raritan*.....100	5,847,400	quarterly	Apr. '81
3d pref.....100	2,503,383	F. & A.	Feb. '81	— Special Imp.....100	5,504,300	quarterly	Apr. '81	Delaware and Susquehanna.....100	10,348,550	J.S.D.M.	Sept. '76
Dubuque & Sioux City*.....100	6,000,000	A. & O.	Apr. '81	Pittsfield & N. Adams.....100	460,000	J. & J.	Jan. '80	Lehigh Coal & Navigat.....50	1,008,500	J. & J.	July '79
East Pennsylvania*.....50	1,309,300	J. & J.	Jan. '81	Portl. Saco & Portm.....100	1,500,000	J. & J.	July '80	Monongahela Navigat.....50	1,008,500	F. & A.	Feb. '78
East Mahanoy.....50	392,950	J. & J.	Jan. '81	Profile and Franconia.....100	583,000	Annual	Nov. '80	Morris (consolidated).....100	1,026,000	F. & A.	Feb. '78
East Tenn. Va. & Ga.....100	5,000,000	A. & O.	Apr. '81	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '81	(preferred).....100	1,175,000	F. & A.	Feb. '78
Eastern (Mass.).....100	4,997,800	J. & J.	July '81	Republican Valley.....100	583,000	quarterly	Feb. '80	Pennsylvania.....50	4,337,950	—	—
Eastern (N. H.).....100	492,600	J. & D.	June '81	Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '81	Schuyl. Nav. (common)* 50	1,908,207	annually	Apr. '79
Eel River.....100	3,000,000	quarterly	June '81	Rhode Island & Mass.....100	175,575	—	—	— (pref.) 50	2,898,977	annually	Apr. '79
Elmira, Jof. & Canand*.....50	500,000	Sept. '80	Sept. '80	Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '81	MISCELLANEOUS.			
Elmira & Williamsport*.....50	500,000	M. & N.	Nov. '79	Roeb. & Genesee Val.*100	556,200	J. & J.	Jan. '79	Adams Express.....100	12,000,000	quarterly	May '81
3d pref.....50	500,000	J. & J.	Jan. '81	Rome, Watert. and Ogd.....100	2,998,900	J. & J.	July '75	American Express.....50	18,000,000	J. & J.	Jan. '81
Erie and Pittsburg*.....100	1,090,250	quarterly	Sept. '80	Rutland preferred.....100	4,183,700	F. & A.	Feb. '75	Amoskeag Manuf. Co.....100	100,000	J. & D.	June '81
Fitchburg.....100	4,500,000	J. and J.	Jan. '81	St. L. Alb. & T. Haute.....100	2,300,000	F. & A.	Feb. '81	Calumet and Hecla Mining.....100	800,000	F.M.A.N.	May '81
Frankfort and Kokomo.....100	600,000	—	—	— pref.....	2,463,400	F. & A.	Feb. '81	Central Mining Co.....100	10,250,000	M. & S.	Feb. '81
Georgia.....100	4,200,000	J. and J.	July '81	St. L. 1. Mt. & South'n.....100	14,348,950	F. & A.	Feb. '78	Consolidation (Md.) Coal.....100	10,250,000	M. & S.	Jan. '81
Hannibal & St. Jo. pref.....100	5,133,824	F. & A.	Feb. '81	Salem and Lowell.....100	2,435,380	M. & S.	Sept. '80	George's Creek C. & I.....100	—	J. & J.	Aug. '80
Harrisburg & Lancaster*.....50	1,152,600	J. & J.	Jan. '81	Schuylkill Valley*.....50	576,050	J. & J.	Jan. '81	Gold and Stock Tel.....100	2,800,000	quarterly	Oct. '79
Housatonic, pref.....100	1,150,000	quarterly	Apr. '81	Shabonad and Roanoke.....100	1,151,400	M. & N.	May '80	Maryland Coal.....100	4,400,000	F. & A.	Feb. '79
Illinois Central.....100	29,000,000	M. & S.	Mar								

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1880.....	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881.....	167,750	124,510	148,551	184,680									
Central Pacific:													
1879.....	1,059,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,453,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,603,907	1,400,000	1,643,000	1,874,000	2,068,000								
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	786,199	696,776	543,723	7,687,228
1881.....	487,890	461,641	511,415	548,675									
Chicago and Northwestern:													
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,328,895	16,098,379
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,967,951	2,031,000	1,820,600	1,490,323	19,423,684
1881.....	1,222,250	957,300	1,162,362	1,454,361	1,863,676								
Chicago, Burl. & Quincy:													
1879.....	1,105,098	922,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,711
1880.....	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311,890
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,473,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,538,000								
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044	134,134	259,208									
1881.....	128,555	101,965	166,999	253,677									
Cin., Ind., St. L. and Chicago:													
1880.....	155,697	172,541	198,220	168,199									
1881.....	171,466	160,981	185,004	175,484									
Clev., Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,327	363,714	348,092	4,440,514
1881.....	299,903	271,176	344,502	347,098									
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961	164,833	191								

COUNTERFEIT NOTE LIST.

1s.		
Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed)
2s.		
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.
5s.		
Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.
*Ceoli, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C, Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.
Bank No. Treasury No.		
Osage, Iowa	Osage National Bank	1,751 to 2,200 560,958 to 561,407
Pontiac, Ill.	Nat. Bank of Pontiac	741 to 765 252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.
Bank No. Treasury No.		
Albany, N. Y.	Merchants'	759 to 766 45,195 to 45,202
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York, N. Y.	Tradesmen's	" " " "

Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "
Bank No. Treasury No.		
Albany, N. Y.	Merchants'	759 to 766 45,195 to 45,202
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20 '65.
Bank No. Treasury No.		
Jersey City, N. J.	First National Bank	671 to 750 19,609 to 19,683
Lynn, Mass.	National City Bank	121 to 150 63,797 to 66,876

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, Nov. 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.
Bank No. Treasury No.		
Jersey City, N. J.	First National Bank	671 to 750 19,609 to 19,683
Lynn, Mass.	National City Bank	121 to 150 63,797 to 66,876

† The date on this note is incomplete, it reads simply "U 19th, 1865."
‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s	Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862.	B & D.
2s	Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862.	C & D.
2s	Photograph - Portrait of Jefferson; Series of 1875.	Letter D, No. 8,34
	504. John A. Allison, Register.	A. N. Wyman, Treas.
5s	Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862.	A.
5s	Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863.	A.
5s	Statue of Liberty, act March 3, 1863, dated March 10, 1863.	A & D.
5s	Portrait of Jackson, act March 3, 1863.	Series of 1875. C & D.
5s	Photograph. Series of 1875, Number B 8058120.	
5s	Series of 1875. Letter D. John Allison, Register.	A. N. Wyman, Treas.
10s	Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862.	B & D.
10s	Portrait of Lincoln, act March 3, 1863, dated March 10, 1863.	D.
10s	Portrait of Webster. Series of 1875.	Letter C.
20s	Female with shield and sword, act Feb. 25, 1862, dated March 10, 1863.	A, B, C.
20s	Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63.	A.
20s	Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78.	C. (Ex- ecuted with pen and ink.)
50s	Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862.	C.
50s	Portrait of Hamilton, act March 3, '63, dated Mar. 10, '63.	A, B, C, D.
50s	Portrait of Clay, act March 3, 1863.	Series 1869. B.
50s	Compound Interest Note, act June 30, 1864, dated July 15, 1864.	C.
100s	Compound Interest Note, act June 30, 1864, dated May 15, 1865.	B.
100s	Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862.	B & C.
500s	Portrait of J. Q. Adams, act March 3, 1863, dated series 1869.	B & C.
1000s	Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62.	B.
1000s	Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863.	Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:		
5s	National Bank of the Republic, Boston, Mass.	
	Charter number 379; Check letters E, F, G, H.	
5s	Manufacturers' National Bank, Amsterdam, N. Y.	
	Charter number 2219; Check letters E, F, G, H.	
5s	Lycoming National Bank, Williamsport, Pa.	
	Charter number 2227; Check letters E, F, G, H.	
10s	First National Bank, Hoboken, N. J.	
20s	Charter number 1444; Check letters on 10s D, E, F, and 20s B.	
20s	Merchants' National Bank, New Bedford, Mass.	
	Charter number 799; Check letters B, C, D, E.	

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s	In centre is portrait of George Washington.
2s	Portrait of Thomas Jefferson.
5s	Portrait of Andrew Jackson.*
10s	Portrait of Daniel Webster.*
20s	Portrait of Alex. Hamilton.
50s	Portrait of Benjamin Franklin.
100s	Portrait of Abraham Lincoln.
500s	Vignette representing Victory divested of her Armor.
1000s	Portrait of DeWitt Clinton, ex-Governor of New York State.
* Only notes of the new issue counterfeited.	

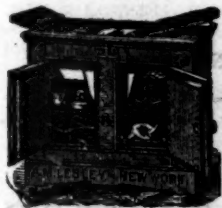
At the annual meeting of the Portland, Saco and Portsmouth Railroad Company, in Portsmouth, N. H., on the 6th inst. the President made a brief verbal report, stating that the affairs of the road were in a flourishing condition generally and dividends had been paid, that new depots and bridges had been built during the past year, and that within three weeks steel rails will have been laid the entire length of the line. The bridge across Lovell's River, above Centre Ossipee, on the Portsmouth, Great Falls and Conway Railroad, burned on Thursday, was replaced by a new structure on Friday, eighty feet long.

A dispatch dated Mexico, June 7, says Gen. Friaby has obtained a railway concession in the City of Mexico, which is considered the most valuable yet granted there. "It connects with the Southern Pacific and Rio Grande, and comes to Mexico City with branches to the Gulf and the Pacific."

The John P. King Manufacturing Company has been organized in Augusta, Georgia, with a capital of \$1,000,000, and the privilege of increasing it to \$3,000,000. The object is the manufacture of cotton goods. John P. King is President of the company.

The Philadelphia and Long Branch Railroad, which is completed to Tom's River, was opened for traffic on the 1st inst., both passenger and freight trains running through to Philadelphia.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, \$3 and \$3 50 per day. **WARREN F. LELAND**, Proprietor, late of Delavan House, Albany.



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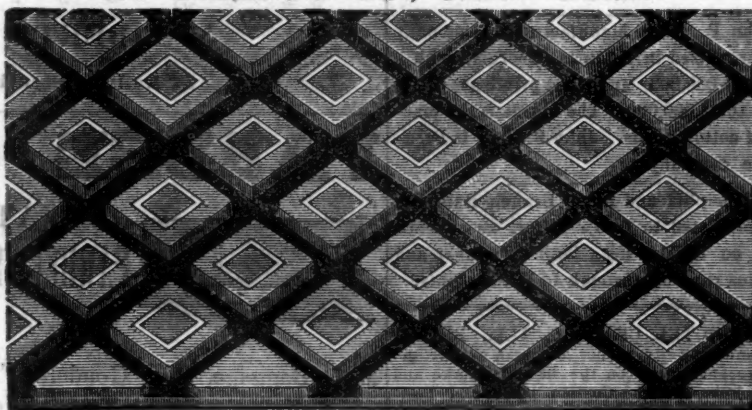
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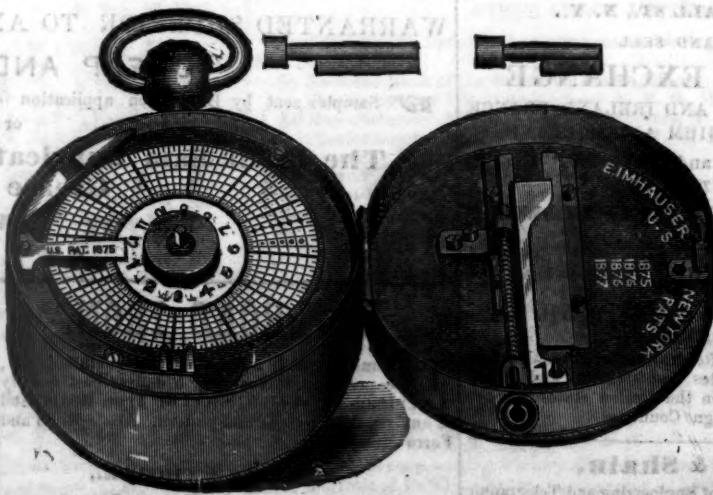
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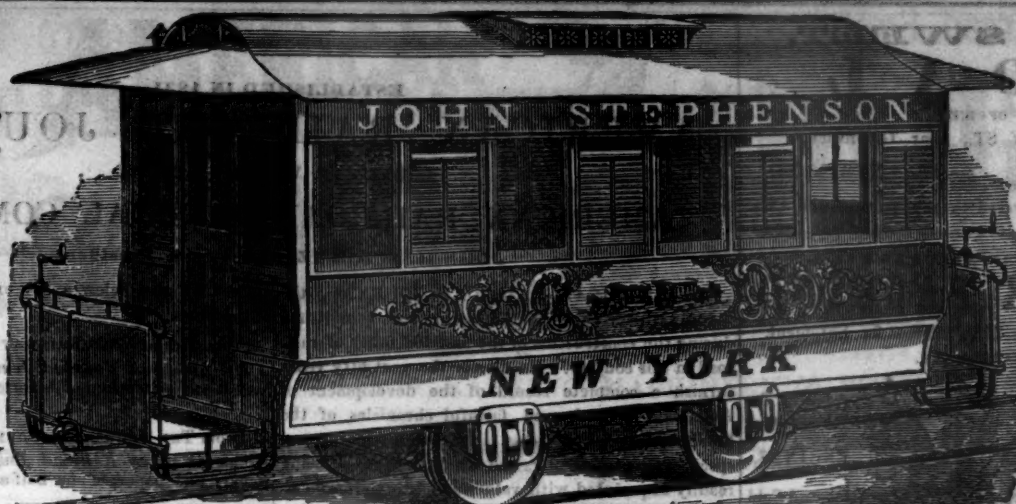
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